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FORMER DELAWARE & HUDSON Alco PA4 No.19, restored by Ferrocarril Nacionales de Mexico, is shown at their Sonora shops on January 23, 1989. America's favorite diesel now wears FNM "dress blues" and number "DH-19." While not yet fully operating, DH-19 (nee-AT&SF 54B, then 66L) is expected to be in daily service by mid-1989. They even painted the hub caps. See page 32 for details.

Railnews

MARC F9PHs are being refurbished and renumbered. The first was 81, ex-7181, at CSXT's Riverside shops in Baltimore, Md., January 10, 1989. See page 32.

KODACHROME RAY SAUNDERS

THE SACRAMENTO Fs and a streamlined passenger train were used by the Santa Fe to make a promotional film in southern California. The units don't operate but looked good in Pasadena on January 7. See page 32.

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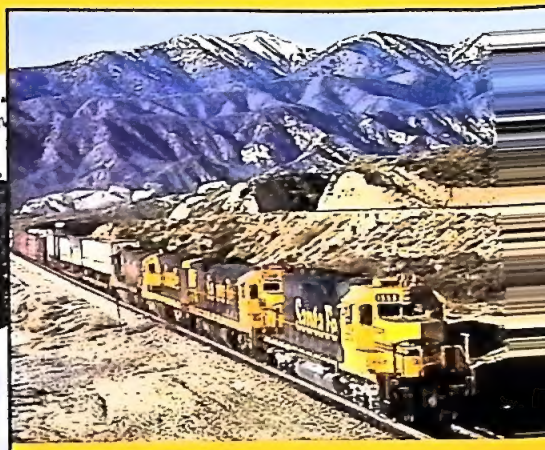

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TWO EKTACOLOUR 160 PRINTS: MAX RICHARDS

Railnews

EKTACHROME PROFESSIONAL PLUS 100: JEFF BAKER

THE LAST TRIP for CP's Nakusp Wayfreight and Slocan Lake barge occurred on December 19-21, 1988. The barge (top) arrived at Roseberry from Slocan City, B.C., on December 19 and unloaded its last train (above) bound for Nakusp. See page 34 for details.

CONWAY SCENIC'S CN 0-6-0 7470 (left) put on an impressive show on the 3.25% grade at North Conway, N.H., for their first mid-winter excursion on February 11, 1989. See page 34 for details.

KODACHROME: STEVE DANNENBRINK

IN *FRESH* PAINT was Union Pacific SD40 3429 on November 11, 1988, after striking a pickup truck loaded with blue paint at a grade crossing near Keddie Wye in California. The crew wiped the windows clean and were able to continue with only a slight delay.

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From the Publisher's desk: RAILROAD MAGAZINE

RAILROAD MAGAZINE conjures up lots of pleasant memories for many of our readers. Combined with our own RAILFAN in May 1979, RAILROAD began publication in 1906 as RAILROAD MAN'S MAGAZINE, using the pulp format common with many magazines up into the 1950 era when economics made it cheaper and better to convert to high speed lithography.

With time, RAILROAD MAN'S MAGAZINE became RAILROAD STORIES, later shortened further to RAILROAD MAGAZINE or just plain RAILROAD. The pulp paper was never really conducive to good reproduction of photographs on 100 screen plates, but there were plenty of them garnered from railroad public relations departments and submissions from the best collections of the time. It was an era when most photographers were striving for good three-quarter views of steam locomotives, shot with the sun low and the rods in the down position. It was a practice that emulated the photos used by the locomotive builders in an era when f8 was a fast lens, film speeds were 25 or sometimes less, and many rail photographers always used a tripod. The railroad photo list from Donald W. Furler listed hundreds of contact prints in sizes such as 8x10, 5x7 and 4x5. Many other railfans used postcard sized folding cameras, and 116 was also popular because of its long shape ideally suited to photographing steam locomotives.

RAILROAD's speed surveys were a popular feature for years, as were "True Tales of the Rails" and fiction stories by many top authors. During the war years many railfans discovered with delight the reprinting in an Armed Services Edition of Harry Bedwell's "The Boomer" featuring Eddie Sand. My dog-eared copy acquired in the Philippines is still a valued part of my library.

RAILROAD'S "Switch List" was another popular feature and did much to promote the popularity of railfan photography. Each issue was packed with free classified ads for fans wanting to swap photographs and other railroadiana. My personal collection still contains many rail photos acquired in this manner, almost all in the 116 size format so popular in that era. Our classified ad column carries the "Switch List" name today.

For years Joe Easley's pen and ink drawings were a vital part of many RAILROAD feature articles, as were the Fiddletown & Copperopolis cartoons later put into book form.

Freeman Hubbard was editor of RAILROAD during its later years, although his tenure was in two sections. When Freeman left the first time he was replaced by personable Henry B. Comstock, a good writer and an excellent rail draftsman whose drawings carried the signature "The Nut Splitter," Comstock later left RAILROAD for *Popular Science*, and Freeman was brought back.

RAILROAD eventually dropped its pulp format but experimented with high speed lithography as early as December 1946 when 1000 sample 8"×11" copies were printed on coated paper, duplicating material found in the pulp issue. The cover photo featured a then-new Reading T-1 4-8-4.

Hal

RAILFAN & RAILROAD

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RAILROAD / founded 1906 / vol.111 no.2

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Cover

Gleaming in the bright sun of their maiden voyage, the Wisconsin & Calumet's F7s 901 and 106 cross the drawbridge at Fox Lake, Illinois, on the former-Milwaukee Road "J Line" on January 26, 1989. The units, owned by Glenn and Rose Monhart, are being used on W&C's new service from Janesville to the Belt Railway of Chicago's Clearing Yard. Read about it in our color feature on page 57. Kodachrome by David Goodheart. The other "Indianapolis 500," Nickel Plate 587, made a break-in run with loaded hoppers to an Indianapolis power plant on the Indiana Rail Road on September 10, 1988. Jay Williams tells about the 2-8-2's restoration in his article that begins on page 36. Kodachrome by Steve Brown.

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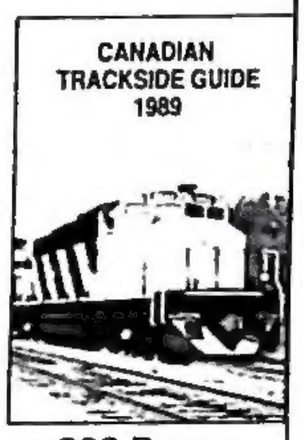
CANADIAN TRACKSIDE GUIDE 1989



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Fanmail

F's in the night

In the March '89 issue you mentioned the F-units to be repainted IC colors for the Wisconsin & Calument. On Thursday night, January 26, I was lying in bed reading in my apartment by the Libertyville, Ill., train station when I heard a distinct diesel horn wailing for the crossing. Jumping up I ran to the window and saw these two beautifully-painted orange and chocolate F-units lettered Wisconsin & Calument heading south with just five freight cars (no caboose) on the Metra tracks to join the Soo main line at Rondout to Chicago. I believe I heard them return around 4:00 a.m. heading north to Fox Lake and beyond. I hope business picks up. I have not seen them since. Wish I could have gotten a picture of them.

Incidentally, who has the copyrights to all the old fiction stories that appeared in RAILROAD MAGAZINE back in the 1930s and 1940s. I wish someone would publish a monthly reprinting all the great stories of Harry Bedwell, E.S. Dellinger, Gilbert Lathrop and others.

FRANK SELLERS
Libertyville, Ill.

Regarding photos of the W&C F7s, this issue should help in that department. On the matter of the RAILROAD MAGAZINE fiction stories, Carstens Publications owns the rights. Since the old issues are available through used magazine dealers and collectors, a magazine dedicated to reprinting them would be unnecessary. We have often considered, however, reprinting them in a softcover book. If any qualified person would care to volunteer for the gathering and editing task, give us a call—J.B.

Almost Heavener

I noted with considerable personal interest the photo of KCS re-engined Fairbanks-Morse H15-44 No.45 on page 58 of the March '89 issue. However, the location given as Heavener, Oklahoma, is incorrect. It is actually Neosho, Missouri. How do I know? Well, I was born and raised at Neosho and worked for the KCS for 44 years before I retired in 1984; consequently, I am very familiar with the location shown. I have in my collection two slides of the same unit at the same spot that I took in October 1967.

DON G. CAMPBELL
Kansas City, Mo.

Thanks for correcting me on this one; I remember photographing the unit but made no written notes as to where. I was en route from Texarkana to Kansas City, and all I could remember was that the town had a "funny name." Heavener and Sallisaw, Oklahoma, which I hit earlier that day, were my first guesses, but that late afternoon sun is logical for Neosho. My last shots that day were at dusk at Pittsburg, Kansas—J.B.

UP's Operation Redblock

Begging your pardon Mr. Boyd, but Operation Redblock is not as new as you inferred in the March '89 RAILNEWS, nor did it originate on CSX.

Operation Redblock was started in December 1983 as a joint effort by the Union Pacific, the Brotherhood of Locomotive Engineers and the Transportation Communications Workers (which was then known as the Brotherhood of Railway, Airline & Steamship Clerks). Since its beginning, almost all of our 14 different unions have signed on to Operation Redblock, with the only holdouts being a couple of the shopcraft unions.

The program has been very effective in cutting down on drug and alcohol use on the Union Pacific, and I am glad to see it being adopted by other railroads. CSXT may have taken a giant step backward with their simplified paint scheme, but adoption of Operation Redblock is a very positive step ahead for both CSXT and its employees.

STEPHEN A. LEE
Manager Train Operating Practices
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A. M. PAYNE PHOTOGRAPH

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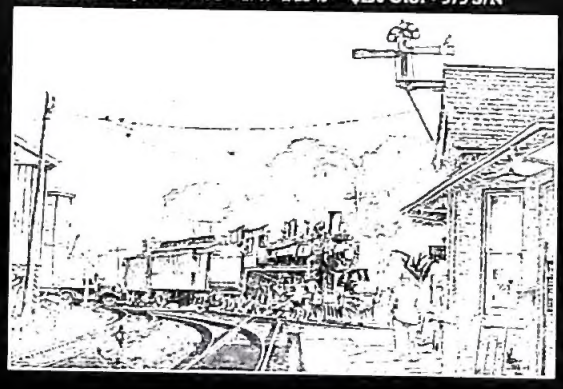

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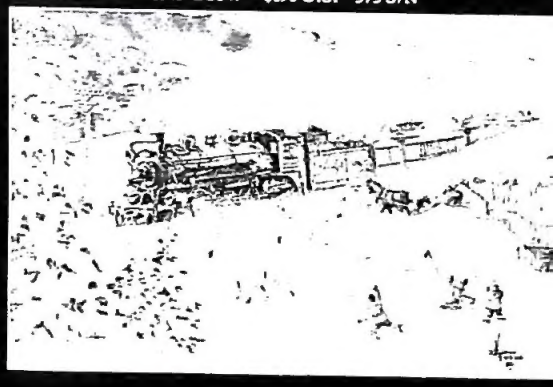

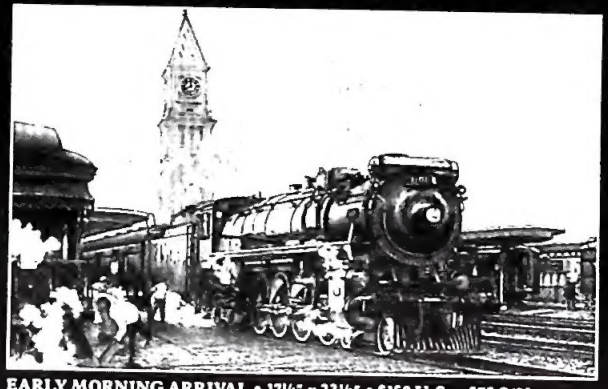

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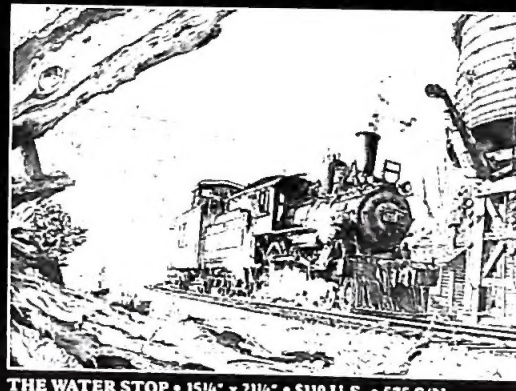

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Give Addison an "A"

Hal Lewis made a cameo mention of Addison Travel Marketing in his excellent article on "The Great Canadian Steam Railway Excursion" in your March '89 issue.

Frank and Kathleen Addison did a lot more than provide marketing and operational work for this ambitious undertaking; they also rode the trains and spent nearly sleepless nights arranging charter buses and other last minute devices to make life easier for many people who chose not to ride every last mile on the train regardless of the very late arrivals.

They even went so far as to charter a plane from Prince George to Seattle for a New York bond trader who had to be in New York for a meeting, requiring the use of the "redeye" flight from Seattle. Does this represent "a first" in train excursion operation? I don't know who paid thousands of dollars to pay for all these charters, but I do know that when it comes to smoothing out the bumps, the Addisons are absolutely tops.

When I find out they're again involved in such an undertaking, I plan to be along.

Incidentally, I enjoyed my short conversation with the R&R staff at the NRHS convention. I don't think even the Addisons would have been able to cope with that affair!

GEORGE WEISS
Augusta, Ga.

Fireless cookers

A note regarding the PP&L fireless cookers in the March issue. If I'm not mistaken, Chris' description of how they work is a little off the mark. The engines do not take a charge of steam, per se, from the stationary source. Rather, it is superheated water. Remember that water under pressure boils at a much higher temperature. The water charge going into cookers is probably around 400-450 degrees. When the throttle is opened, the pressure drops inside the "boiler" and the superheated water flashes to steam at high pressure. As more water is used, the temperature and pressure both drop so that eventually you need a fresh charge.

Railfans have not really given the "Thermos bottle" engines their due. Quite a few were scattered over the country, and many ran regularly into the 1970s (or '80s, as is the case at Shamokin). Potomac Electric Power Company alternated two of them at its generating station in Alexandria, Va., until about 1976. In that same time period I saw another running at a power plant (Philadelphia Electric, I think) at Holtwood, Pa. This plant is along the Susquehanna River south of Harrisburg. This latter was an 0-4-0 that was radio controlled. The operator carried a controller box and stood out where he could work the couplers and set or release the brakes on the cars—a prototype one-man switching layout.

DEANE MELLANDER
Brookeville, Md.

Chris was correct. High temperature steam (about 600 degrees) is fed into the bottom of the "boiler" and percolates through the water to maintain a "superheated" working water temperature under pressure. Using steam then releases more steam energy from the water as Deane described—J.B.

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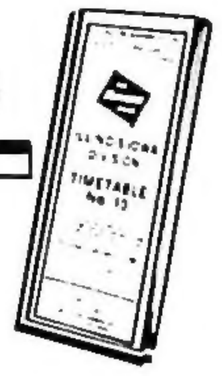

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RAILFAN EVENTS

NORFOLK SOUTHERN 1989 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4, 1522 is Frisco 4-8-2 and "diesels" are available NS diesels.

April 1-2, 611 Birmingham to Chattanooga and return each day (HOD); **April 8**, 611 Atlanta to Toccoa, Ga., and return (ACN); **April 9**, 611 Atlanta to Chattanooga and return (ACN); **April 15**, diesels Lexington to Stearns, Ky., and 611 return (BGM); **April 22**, 611 Cincinnati to Portsmouth, Oh., and return (CRC); **April 29-30**, 611 Toledo to Bellevue, Oh., and return each day (BWC).

May 6-7, 611 Brewster to Toledo, Oh., and return each day (ORHC); **May 6**, 1218 Greenville to Spencer, N.C., and return (GVN); **May 7**, 1218 Greenville, N.C., to Atlanta, Ga., and return (GVN); **May 13-14**, 1218 Spencer to Asheville, N.C., and return each day (NCTH); **May 13-14**, 611 Bellevue, Oh., to Kenova, W.Va., and return following day (MRC); **May 20-21**, 611 Chicago to Fort Wayne, Ind., and return each day (CNRH); **May 20**, 1218 Norfolk to Petersburg, Va., and return for the Chesapeake Jubilee; **May 27**, 1522 St. Louis to Moberly, Mo., and return (SLNR); **May 27**, 1218 Greensboro circle trip to Winston-Salem, Barber and Salisbury, N.C. (GNRH); **May 28**, 1218 one way Greensboro, N.C., to Goldsboro and diesel return (GNRH).

June 3-4, 611 Buffalo, N.Y., to Ashtabula, Oh., and rerurn each day (NNRH); **June 3**, 1218 Richmond, Va., to Roanoke and diesel return Lynchburg to Richmond (ODC); **June 10**, 611 Erie, Pa., to Buffalo and return (LSRH); **June 17**, 611 (possibly doubleheaded June 17-20 with a steam locomotive to be announced) one way Cleveland, Oh., to Muncie, Ind. (RCN); **June 18**, 611 one way (possibly doubleheaded) Mun-

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cie to Portsmouth, Oh. (RCN); **June 19**, 611 one way (possibly doubleheaded) Portsmouth to Bluefield, W.Va. (RCN); **June 20**, 611 one way (possibly doubleheaded) Bluefield to Roanoke (RCN); **June 24**, 1218 Johnson City to Morristown or Bulls Gap, Tenn., and return (WTC); **June 25**, 1218 Bristol to Radford or Roanoke, Va., and return (WTC).

July 18-24. The NRHS National Convention schedule. All trips sponsored by Asheville Chapter NRHS (ASHV): **July 18**, 611 one way Alexandria to Lynchburg, Va., 611/1218 will continue to Salsbury, N.C.; **July 19**, 1218/2nd steam locomotive (to be announced) one way Salsbury to Asheville via Hickory, N.C.; **July 20**diesels Asheville to Pisgah Forest and return; **July 21**, diesels Asheville to Waynesville and return; **July 22**, Asheville to Bulls Gap, Tenn., and return (locomotive to be announced); **July 23**, one way Asheville to Roanoke, Va., via Winston Salem (1218 to Winson Salem, diesel beyond. Portion of train will be turned back at Hickory to Asheville with diesel locomotives); **July 24**, 611 one way Roanoke to Alexandria via Lynchburg (end of NRHS Convention).

July 27, 1218 Columbia, S.C., to Charlotte, N.C., and return for the Lionel Train Collectors Society.

August 5, 1218 Winston Salem, N.C., to Roanoke circle trip, diesels return (SBM).

September 16, 611 *Powhattan Arrow* Commemoritive Trip, Roanoke to an undetermined destination (RCN); **September 23**, 611 Bluefield to Cedar Bluff and return (PCNH); **September 29**, 1218 one way Charlotte, N.C., to Roanoke (DP); **September 30**, 1218 a.m. Roanoke to Lynchburg and return, p.m. Roanoke to Walton and return (RCN); **September 30**, 611 Cincinnati to Danville, Ky., and return (CRC).

October 1, 1218 one way Roanoke to Charlotte, N.C. (DP); **October 1**, 611 Cincinnati to Danville, Ky., and return (CRC); **October 7**, 611 one way Lexington, Ky., to Chattanooga, Tenn. (BGM); **October 7**, 1218 Alexandria to Lynchburg, Va., and return (WACN); **October 8**, 1218 Alexandria to Front Royal and return (WACN); **October 8**, 611 one way Chattanooga, Tenn., to Lexington, Ky. (BGM); **October 14-15**, 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 14-15**, 1218 Alexandria to Front Royal and return each day (WACN); **October 21-22**, 611 Chattanooga to Onelda, Tenn., and return each day (TVRM); **October 21-22**, 1218 Charlotte to Asheville, N.C., and return each day (PCCN); **October 28**, 611 Atlanta to Toccoa, Ga., and return (ACN); **October 29**, 611 Atlanta to Chattanooga and return (ACN); **October 28-29**, 1218 Asheville to Barber, N.C., and return (ASHV).

November 3, One way Greenville, S.C., to Chattanooga, Tenn., 1218 to Atlanta, 611 beyond (GVN); **November 4**, 1218 Atlanta to Chattanooga and return (ACN); **November 5**, 1218 Atlanta to Toccoa, Ga., and return (ACN); **November 5**, 611 one way Chattanooga to Greenville, S.C. (GVN); **November 11-12**, 1218 Birmingham, Ala., to Chattanooga or Columbus, Ga., and return (HOD); **November 18-19**, 611 Jacksonville, Fla., to Valdosta, Ga., and return (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Ashville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave., Asheville, NC 28804; (BCN) Niagara Frontier Chapter NRHS, No.4 Alabama Place, Lockport, NY 14094; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CNRH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CRC) Cincinati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (DP) Discovery Place/Science Museums of Charlotte, 301 N. Tryon Street, Charlotte, NC 27406; (ECN) East Carolina Chapter NRHS, P.O. Box 83, New Hill, NC 27562; (GCN) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSR) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (MRC) Mad River & NKP Railroad Society, P.O. Box 42, Bellevue, OH 44811; (NCTH) North Carolina Transportation History Corporation, P.O. Box 44, Spencer, NC 28159; (NAR) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (NNRH) address not available; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ORHC) address not available; (OS) Old Smokey Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 22753, Charlotte NC 28220; (PCNH) address not available, (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke VA 24032, (SBM) Southbound Model Railroaders, P.O. Box 11321, Winston-Salem, NC 27106, (SLNR) St. Louis Chapter NRHS (address not available); (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (TWC) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (WACN) Washington Area Chapters NRHS/Chesapeake Region RR Enthusiasts, P.O. Box 456, Laurel, MD 20707; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (WTC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

SACRAMENTO, CALIFORNIA, April 1. "Railway Preservation in the 80s" symposium jointly sponsored by the Pacific Coast Chapter R&LHS and the California State Railroad Museum. Scheduled speakers included John H. White and William Withuhn of the Smithsonian, Fred Bartels of the Strasburg R.R., Mark Smith of *L&RP* Magazine and Timothy Truscott of the Albany Depot group. $125 includes all programs, continental breakfast, lunch, refreshments and reception. Limited Capacity. Contact: Symposium, 115 I Street, Sacramento, CA 95814; 916/447-9665.

COLUMBUS, OHIO, April 1-2 and 16-17. First public excursion trips over the old Hocking line of the Indiana & Ohio Railroad. Special GP9-powered mixed train run for railfans on April 1. Railfan package includes meals and lodging. Contact: Excursion Trips c/o Mad River & NKP Railroad Society, 233 York Street, Bellevue, OH 44811-1377; 419/483-2222.

WHEATON, MARYLAND, April 16. The National Capital Trolley Museum's Annual Trolley Car Spectacular commemorating the Museum's 20th year of operation. All available equipment will be either running or on display. Free admission, trolley rides are $1.50 for adults, kids under 18 $1. Multiple ride passes are available. Standard policy; ARM, NRHS and RRE members ride free with a membership card. Museum is normally open weekends year-round and Wednesdays in July and August. Contact: NCTM, P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007; 301/384-6088.

BRUCETON, TENNESSEE, April 22-23. The Kentucky & West Tennessee Railroad will host the Motorcar Collectors of America's 1989 National Convention. Featured will be an 89-mile round trip excursion for car owners from Bruceton to Murray, Ky., on former-NC&SIL trackage. Contact: Mark Brown, Meet Coordinator, 622 Oak Street, Cottage Grove, WI 53527.

CUMBERLAND, MARYLAND, April 22-23. "Cumberland Steam & Diesel Weekend" hosted by the Chesapeake Division RRE. Saturday diesel special on South Branch Valley Railroad departs Green Spring, W.Va., and runs to Petersburg with numerous photo runbys. Return to Green Spring by bus. Saturday night photo session at Cumberland with Allegeny Central 4-6-2 1238. Sunday Allegeny Central steam trip on former-WM main line to Frostburg and return with numerous photo runbys. Rail fare for full weekend $60. For further details contact (SSAE, please): Chesapeake Div. RRE, P.O. Box 328, Laurel, MD 20760.

UNION PACIFIC 4-8-4 8444 The following is a tentative schedule of UP 4-8-4 8444's activities through May. Most moves will not haul revenue passengers and are listed for photographer's information only. "Stops" are usually for water, running gear checks and periodic layovers.

April 28, Cheyenne to Green River, Wyo., stops at Laramie and Rawlins; **April 29**, Green River to Salt Lake City, stop at Evanston, Wyo.; **April 30**, Salt Lake City.

May 1, Salt Lake City to Milford, stop at Lynndyl; **May 2**, Milford to Las Vagas, stop at Caliente, Nev.; **May 3**, Las Vegas; **May 4**, Las Vegas to Yermo, stop at Kelso; **May 5**, Yermo to Los Angeles, stop at San Bernardino, Montclair, Pomona and East Los Angeles; **May 5-7**, Los Angeles Union Passenger Terminal Anniversary; **May 8**, Los Angeles to Las Vegas, stop at San Bernardino, Yermo and Cima; **May 9**, Las

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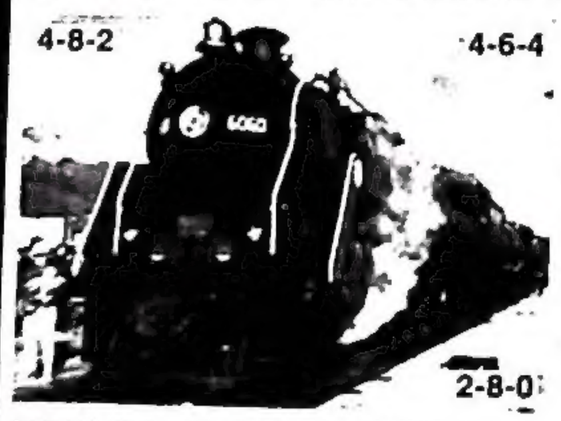

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Vegas to Milford, Ut., stop at Caliente, Nev.; May 10 Milford to Salt Lake City, stop at Lynndyl, possibly run to Ogden and return to Salt Lake City; May 11-14, Salt Lake City for maintenance; May 15, Salt Lake City to Pocatello, Id., stop at Ogden and Cache Jct., Ut.; Pocatello to Nampa, Id , stop at Shoshone; May 17, Nampa to Hinkle, Ore., stop at Huntington, LaGrande and Kamela; May 18, Hinkle to Portland, stop at The Dalles or Hood River; May 19-20, Portland to wash locomotive and train; May 21, Portland to Bend, Ore , stop at The Dalles and South Junction; May 22, Bend to Portland, stop at Nena and Hood River; May 23, Portland; May 24, Portland to Pendleton, Ore , stop at The Dalles and Hinkle; May 25, Pendleton to Nampa, stop at Kamela, LaGrande and Huntington; May 26, Nampa to Pocatello, stop at Shoshone; may 27, Pocatello; May 28, Pocatello to Green River, Wyo., stop at Montpelier and Kemmerer; May 29, Green River to Cheyenne, stop at Rawlins and Laramie; May 30, home to a cold beer!

TACOMA, WASHINGTON, April 28-30. "Railcon '89" on the Tacoma Tideflats. Clinics, seminars, displays of railroad art and artifacts. Prototype equipment on display. Steam operations with both geared and rod locomotives. Doubleheaded steam excursion planned and a tour of Tacoma Tideflats with vintage diesel power. Contact. Registrar—Railcon 89, 8010 South Park, Tacoma, WA 98408; 206/475-9245.

EAST TROY, WISCONSIN, April 29-30. East Troy Electric Railroad's Railfan Weekend with cars running on museum's 6 miles of trackage and railroadiana flea-market. Adults $8, kids 6-12 $4. Fare holders may purchase 5¢ coffee and 25¢ hot dogs. Contact: East Troy Electric Railroad, P.O. Box 436, East Troy, WI 53120; 414/542-5573.

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BLUEWATER MICHIGAN CHAPTER 1989 schedule. Several other trips may be run. For specific details and prices, contact (LSSAE please): Bluewater Michigan Chapter NRHS, 1989 Trips, P.O. Box 296, Royal Oak, MI 48068; 313/399-7963.

April 29-30, Grand Trunk diesels from Pontiac, Mich., to Toledo, Ohio. and return using N&W J 611 from Pontiac to Toledo.

May 6, Ann Arbor to Durand, Mich., and return with TSBY diesels.

May 29, Boblo steamboat excursion from Detroit to Port Huron, Mich., and return.

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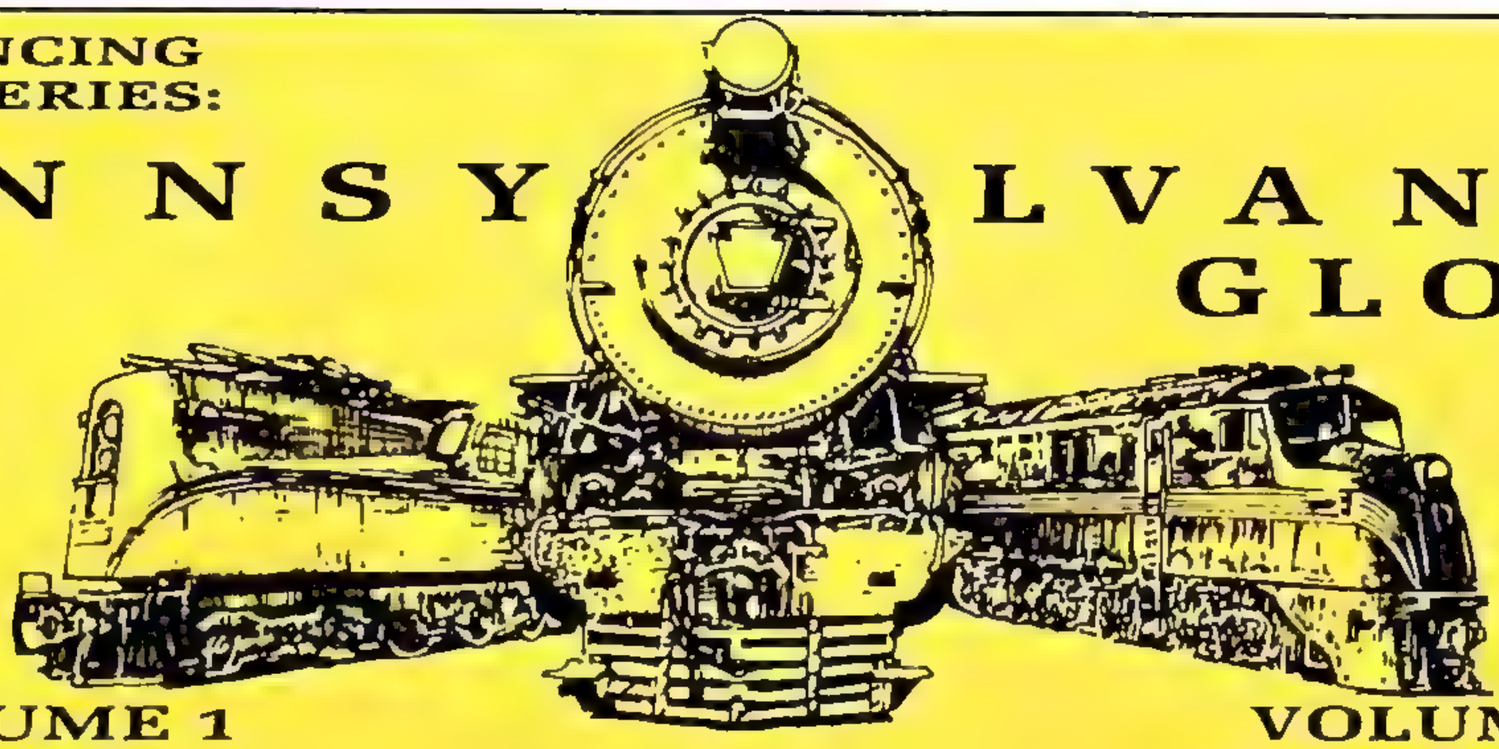

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September 9-10. Amtrak trip from Detroit, Dearborn and Ann Arbor to Marshal, Mich., Annual Historic Home Tour

PERRIS, CALIFORNIA, April 29-30. Annual Rail Festival at the Orange Empire Railway Museum. Operating will be restored trolley cars including an Irish double-decker and a passenger train pulled by ex-Ventura County 2-6-2. Antique automobiles will also be on display, and parking is free. One day adult unlimited ride pass is $6, kids 6-11 $4, under 6 free. Contact: Orange Empire Railway Museum, 2201 South A Street, Perris, CA 92370, 714/730-0222

TACOMA, WASHINGTON, April 30. 66-mile round trip doubleheaded steam excursion on Chehalis Western's ex-Milwaukee main line from Tacoma to Western Jct., Wash., and return including famous "Tacoma Hill" sponsored by the Mount Ranier Scenic Railroad. Photo runbys are planned, and lunch menu and dinning car service will be featured. Train departs Tacoma 10am, returns roughly 5pm. Coach fare $40, first class $55. Advance reservations required. Contact: MRSRR, P.O. Box 921, Elbe, WA 98330, 206/569-2588 M-W-F between 9am and noon

ROCHESTER, NEW YORK, May 6-7. Thousand Islands excursion from Rochester to Watertown, Philadelphia, N.Y., and return using two Morristown & Erie ex-NYC C430s and former-NYC coaches. Busses will take passengers from Watertown to Alexandria Bay for a Thousand Islands boat tour with lunch on the boat. Private car LV 353 will be available. Coach fares $75, deluxe $85, parlor car $115, LV 353 $350. Boat tour and lunch $20 extra. Contact (LSASE please): Thousand Islands Excursion, P.O. Box 664, Rochester, NY 14603; 716/533-1431 24-hours.

PHILADELPHIA, PENNSYLVANIA, May 7. Nostalgia Trip on SEPTA's Broad Street Subway using 55-year-old equipment. Departs Fern Rock station at 1pm and Walnut-Locust Street at 1:30pm. Train will also run the Ridge Avenue and other non-revenue lines with numerous photo stops. Returns to Fern Rock at 4pm. Fares $18. Contact (SASE please): George W. Metz, 130 Springton Lake Road, Media, PA 19063; 215/565-0528.

OGDEN, UTAH, May 10-14. Ogden Union Station's first Utah State Railroad Festival featuring the grand opening of the Spencer S. and Hope F. Eccles Railroad Center. UP Centennial 6916, Gas Turbine 26A/B and large collection of historic rolling stock will be on display. Handcar race and model railroad fair. Contact: Ogden Union Station, 2501 Wall Ave., Odgen, UT 84401; 801/629-8444.

NORTH VANCOUVER, BRITISH COLUMBIA, May 12-18. 7-day doubleheaded steam excursion from North Vancouver to Lillooet, Williams Lake, Prince George and return over BC Rail using Royal Hudson 2860 and CPR 2-8-0 3716. Locomotive arrangement will be changed at various times, and tour busses will follow the train so passengers can get photos. Price not yet firm but will include all transportation, meals and lodging. Optional tour of local industries and Railway Museum available at Prince George during layover. Contact: Addison Travel Marketing, Suite 102-1260 Hornby Street, Vancouver, B.C., Canada V6Z 1W2; toll free in U.S. 800/663-9157, or in Canada call collect 604/681-8377.

BELLEVUE, OHIO, May 13-14. "Southwest Limited III" excursion from Bellevue, Bucyrus and Marion to Ironton, Oh., powered by N&W J 4-8-4 611. Boat cruise to Huntington, W.Va., for dinner and overnight. Return behind 611 on Sunday. Contact: Excursion Trips c/o Mad River & NKP Railroad Society, 233 York Street, Bellevue, OH 44811-1377; 419/483-2222.

CASS, WEST VIRGINIA, May 19-21. Cass Railfan Weekend Spectacular with geared loco action on Bald Knob Mountain. Lots of photo runbys; Saturday night session for stills and video. Weekend ticket: $45. Contact: Cass Railfan Weekend 1988, P.O. Box 107, Cass, WV 24927. Phone days 800/CALLWVA (ask for Cass) or nights 304/456-4362.

NAPA, CALIFORNIA, May 20. The first excursion on the Napa Valley Wine Train. Trip will cover the entire railroad from Napa to St. Helena and will include photo stops, dinner in the diner and more. Fare $49.99, $69.99 includes a special bus from San Jose and San Francisco. Contact (SASE please): Central Coast Chapter NRHS, Wine Train Special, P.O. Box 353, Belmont, CA 94002.

DANBURY, CONNECTICUT, May 21. "Circle in the Spring" trip from Danbury, Ct., over New Haven and Harlem main lines to the Brewster Shops. Cover freight-only trackage and Shelton Bridge as well as a Brewster shop tour. Photo runbys. Fare $45. Contact: WestConn Chapter NRHS, P.O. Box 129, Falls Village, CT 06031

BANGOR, MAINE, May 27-28. Excursion on the Bangor & Aroostook from Bangor to Presque Isle, Me. Trip will also cover the Aroostook Valley Railroad and the BAR branches to East Millinocket and Brownville Jct. Diesel power with three ex-DL&W coaches. $170 fare includes trip, lodging, two box lunches and breakfast. Contact: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106

EUREKA, CALIFORNIA, May 27-29. The "Northcoast Daylight" kicks off its 1989 season of 15 two and three day excursions offered through October 28-29. Board the comfortable Heritage-type cars at Willets for the 140-mile round trip to Eureka, Ca. Spectacular scenery in the Eel River Canyon. Round trip fare $99 includes four meals served on board *Lake Pepin* diner. Contact: Northcoast Daylight, Box 3666, Eureka, CA 95502-3666, 717/442-7705.

WHITE PASS & YUKON in 1989 will operate railroad excursions from Skagway, Alaska, to Fraser, B.C., with connecting bus service to Whitehorse, Y.T., and to Bennett, B.C. Trains operate daily May 23-September 22. Contact: The White Pass & Yukon Route, P.O. Box 435, Skagway, AK 99840; 800/343-7373 or 907/983-2217.

"**Summit Excursion,**" Skagway to White Pass, Alaska., and return. Departs Skagway at 9am and 1:30pm returning and 11:45am and 4 10pm respectively. Fare $67 round trip, kids 12 and under $33.50.

"**Through Service**" leaves Whitehorse at 8:30am (Yukon time) and arrives Skagway 11:59pm (Alaska time); departs Skagway at 1pm and returns to Whitehorse 6:30pm. Trains operate Skagway to Fraser where connecting bus service is offered to Whitehorse. Fare $89 each way, kids 12 and under $44.50.

"**Chilkoot Trail Service**" operates mid-June through mid-September with trains between Skagway and Fraser with connecting bus service to Bennett on Lake Bennett, B.C. Fare $67 each way, bus only is $22 each way.

CHICAGO, ILLINOIS, May 27. Excursion from Chicago (C&NW Station) to Illinois Railway Museum with commuter equipment over C&NW trackage to Crystal Lake, Ill., and charter bus beyond. Fare $30. Contact (SASE please): The Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 312/251-2262

PORTLAND, OREGON, June 15-17. Cruise by sternwheeler the entire Columbia River Gorge from Portland to Cascade Locks. Ride the Hood River Railroad, Amtrak's *Pioneer* and Portland's MAX light rail line. Tour from $399. Contact: Rail Travel Center, 2 Federal Street, Suite 300A, St. Albans, VT 05478; 802/527-1788.

CHEYENNE, WYOMING, June 17-18. Excursion over Sherman Hill behind UP 4-6-6-4 3985 from Cheyenne to Laramie and return on Saturday. The best photo runbys in the business. Sunday features an all day special on the Wyoming & Colorado Railroad from Laramie to Walden, Co., and return using MDT F-units and former SR coaches and domes. Trip includes photo runbys and lunch. Contact (SASE please): Rocky Mountian Railroad Club, P.O. Box 2391, Denver, CO 80201.

SOUTH ELGIN, ILLINOIS, June 24. Fox River Trolley Fest at the Fox river Trolley Museum on Hwy. 31. All available cars will operate on a continuous schedule. U.S. Postal Service will process mail aboard the 1891 RPO Chicago streetcar with a commemorative cancellation. Trolley rides $2 each, all day pass $8. Open 11am-7pm. Contact: Fox River Trolley Museum, c/o Larry Goldman, 319 West Dunning Ave., West Dundee, IL 60118; 312/428-5902.

HOBOKEN, NEW JERSEY, June 25. New York Rail Facility Cruise aboard a chartered vessel. View from the water past and present rail operations including NYS&W, NY Cross Harbor, NJ Transit, the Statue of Liberty, Hell Gate bridge, former-DL&W, CNJ, NYC, Erie, RDG, LV and much more. Fare $29, capacity limited. Departs Hoboken 9am. Contact: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962; 201/488-5429.

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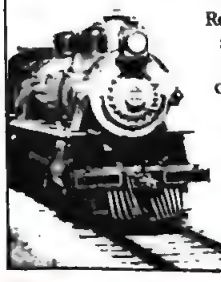

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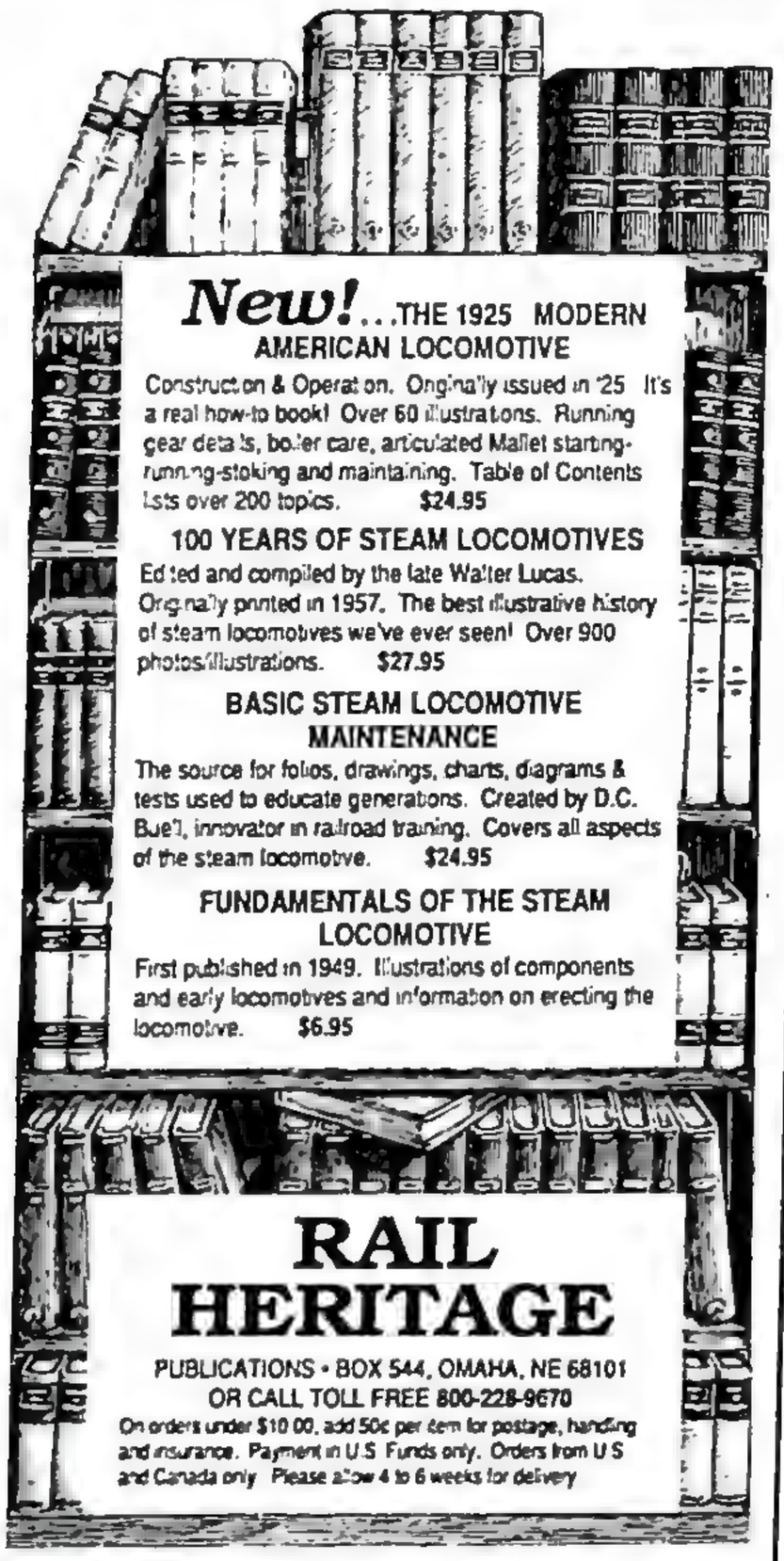

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MYSTIC VALLEY RAILWAY SOCIETY

1989 NRHS CONVENTION will be held July 18-23 in Asheville, North Carolina. Featured will be N&W 2-6-6-4 1218 and 4-8-4 611. For tentative trip info, see the NS listing in this column. Contact: Asheville Chapter NRHS, P.O. Box 153, Asheville, NC 28802.

CHAMA, NEW MEXICO, September 18-19. The "San Juan Express," a chartered freight train of vintage freight equipment, will run on Monday from Chama to Antonito and return on Tuesday over the Cumbres & Toltec Scenic Railroad. Fare $400. 40 photo runbys were held on last year's trip. Capacity is limited. Contact: the San Juan Express, c/o Jim Trowbridge, 502 South Cody Street, Denver, CO 80226.

DURANGO, COLORADO, September 20. Ride the "Silverton Express" aboard private car *Nomad* and an open gondola from Durango to Silverton and return over the D&SNG. Fare $70. Contact: The Silverton Express, c/o John Vivian, The Model Railroad General Store, P.O. Box 10131, Burbank, CA 91510.

INTERNATIONAL TOURS

GREAT RAILWAY JOURNEYS of Trackpacker T-Rail Tours offers the following guided tours. Prices are US funds and include air, rail, hotel, sleepers and all "dinners in the diner." For more details, contact: GTRY Journeys, 15940 N.E. 19 Ct., Suite #4, Miami, FL 33162; 305/940-TRIP, collect.

Canada, April 1-16. Over 5000 miles by dome across five time zones from Nova Scotia to British Columbia. Also ride RDC trains and three suburban electric systems. $1977.

Great Britain, April 21-May 7. Three dozen runs on gauges from 2 to 7 feet. Ride the world's earliest route, steam narrow gauge lines, museum runs, cab rides and more. $1977.

Australia, June 16-July 15. 50 runs on 4 gauges in 3 states with steam, diesel and electric power. Cab rides, double-decked suburban cars, luxury and mixed trains, doodlebugs, trolleys and more. $2987.

Europe, July 21-August 20. 150 runs in 12 countries with two runs on the *Orient Express*. Most nights in overnight expresses, first class service, 3 steam routes, 2 cog lines, city tram lines and interurbans, rail museums, shop tours, Rhine River cruises and much more. $2987.

RAIL STUDY TOURS INTERNATIONAL, Suite 102, 1401 Wilson Blvd., Arlington, VA 22209 (703/998-2362), is offering the following tours:

South China Railways, April 16-May 4. Yunnan, Guanxi Zhuang, Hainan Island and Hong Kong, including areas previouslyu closed to foreigners. Meter gauge Yunnan Railway and 2-foot gauge Baldwin 0-10-0s. $2775 from West Coast.

China Railways in Transition, June 20-July 13. Three weeks of total rail action including steam, diesel and electric plus industrials, narrow gauge and streetcars. $2975 from West Coast.

Ecuador, Argentina and Paraguay, October 7-21. Visit and chase regular service steam by rental car. Approximately $2400 from Miami.

Indian Railways, November 11-December 3. Steam and general action on three gauges and in many places not on normal tours. $3200 from New York.

RAIL TRAVEL CENTER presents its 1989 rail tour schedule. Itineraries are extensive. For prices and details contact: Rail Travel Center, 2 Federal Street, Suite 300A, St. Albans, VT 05478; 800/458-5394 outside Vermont, or 802/527-1788.
April 21-May 7, Australia.
April 25-May 8, Spain.
May 23-June 1, Alaska and the WP&Y.
May 26-June 11, Scandinavia/Baltic Sea rail cruise.

CHALLENGER TOURS, P.O. Box 8965, Trenton, NJ 08650; 609/586-4664, is offering the following tours. Contact them for prices and specific itineraries.

April 21-May 14, "South African Steam Safari 5" features over 2500 miles behind Pacifics and huge Garratts in South Africa and Zimbabwe. Lots of photo runbys.

June 11-25, an in depth look at Portugal's electric operations from ancient trams to modern metros and suburban lines.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours.

Austria, April 26. Main line steam, Zillertalbahn and Schafbergbahn.

China, May 13-30. Includes Changchun, steamy Julin Province, Anshan and Tangshan Steam Locomotive factory.

Zimbabwe, July 22-August 5. Garretts galore on the line to Victoria Falls.

TRAINS UNLIMITED TOURS and the Travel Experience, Inc., 1430 Myers Street, Suite H, Oroville, CA 95965, 916/534-8555, is organizing the following tours conducted by noted railfan Chris Skow. Contact them for specific information.

Columbia and Ecuador, June 4-21. Steam in the Andes.
Ecuador, July 9-21. The best of Ecuador.
Peru, September 10-24. Inca Rail Adventure.

KIMBERLEY, SOUTH AFRICA, September 16-24. The "Great South African Steam Festival 1989" will feature an above average number of steam locomotives operating on the Kimberley to DeAar, Kimberley to Bloemfontein and Warrenton lines. "Footplate" permits will be available, night photo sessions, parallel running of steam locomotives on adjacent tracks, added passenger cars on "goods" trains and the increased use of different classes and prestige locomotives. Contact: Adriaan Rall, South African Tourism Board, Louverdis Building, Ground Floor, 2 Market Street, Private Bag X5017, Kimberley 8300; Tel. (0531) 3 1434/2 2657.

RAILROADIANA MEETS

CHARLES G. GALLUS, P.O. Box 1036, Doylestown, PA 18901; 215/847-8749, Toy Train and Collectables Show & Sale 1989 season:

Penndale, Pennsylvania, April 1, May 6 and June 3. Firehouse Hall, 8am-1pm, admission $2.

New Hope, Pennsylvania, April 29, May 27 and June 24. Eagle Hall, 8am-2pm, Admission $3.

Phillipsburg, New Jersey, June 10. Commodore Inn, 9am-2pm, admission $3.

TOY TRAIN COLLECTORS SOCIETY 1989 season. All shows 11am-4pm:

Liverpool, New York, April 2, Sheraton Inn Liverpool. Contact: Charles Brown, 99 Linhaven Drive, North Syracuse, NY 13212; 315/452-0349.

Dansville, New York, May 7, Dansville Elementary School. Contact: Guy B. Bennett, R.D.#1, Wayland, NY 14572; 716/728-5952.

GREAT AMERICAN TRAIN MART. All shows are 10am-4pm and feature a layout of the month. Adults $3, kids under 12 free. Contact: GATS Ltd.; 312/834-0652.

Los Angeles, California, April 2, L.A. County Fair & Expo Center.

San Francisco, California, April 23, Solano County Fairgrounds.

Milwaukee, Winsconsin, April 30, Waukesha County Expo Center.

Los Angeles, California, May 21, L.A. County Fair & Expo Center.

ELMONT, NEW YORK, April 2. The St. Vincent DePaul Famous Train Meet at the St. Vincent DePaul School auditorium, 1510 DePaul Street, 10am-4pm. Adults $4, kids under 12 free. Early preview admission $5. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127 or 516/486-6658.

MILAN, OHIO, April 2. The Vietnam Veterans of America Chapter 322 Train Show & Swap Meet at the EHOVE Joint Vocational School, 3126 West Mason Road, 10am-4pm. Adults $1.50, kids under 12 free. Contact: Dave Ballard, 23 Pearl Street, Norwalk, OH 44857; 419/668-2064.

SILVER SPRING, MARYLAND, April 2. The Silver Spring Model Railroad Society Model Railroadiana Sale at the White Oak Armory, 12200 Cherry Hill Road, 9am-3pm. Ad-

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mission $3. Contact Fred C Schirmacher, 1635 Primrose Road N W, Washington, DC 20012, 202/726-5089 evenings

LONDON, ONTARIO, April 8. The Forest City Railway Society's 16th Annual Slide Trade Day at the All Saints Church 1-5pm Admission $2, dealers welcome Contact Ian Platt, RR#3, Ingersoll, Ontario N5C 3J6, Canada, 519/485-3817.

MERCHANTVILLE, NEW JERSEY, April 8 The Cherry Valley Model Railroad Club's 4th Annual O-scale Only Spring Train Meet & Flea Market at the Grace Episcopal Church on Maple Ave., 10am-4pm Admission $3 Club layout will operate Contact Charles Jacobs, 100 Grant Ave , Moorestown, NJ 08057; 609/234-1898.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information Sharon Armacost, 301/876-8640, sales tables $40 Admission $4, under 12 free with adult 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784, 301/795-7447.

Wilmington, Massachusetts, April 8-9, Shriner's Auditorium.

Hempstead, Long Island, May 6-7, Hofstra University.

COLUMBUS, OHIO, April 9. Buckeye Railroadiana and Model Train Show & Sale at the Ohio State Fairgrounds, Lausche Building, 10am-5pm Adults $3, kids under 12 free. Contact (LSASE please): Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-1914

BUCYRUS, OHIO, April 9. The Bucyrus Model Railroad, Model Train Show & Swap Meet at Bucyrus High School 10am-4pm. Admission $2 Contact John Reiter, 4573 Route 96, Bucyrus, OH 44820; 419/562-5193.

PHILADELPHIA, PENNSYLVANIA, April 9. Greater Delaware Valley Third Annual Railroadiana, Model Train & Transportation Show at Philadelphia Park Racetrack, 9am-4pm Adults $4, kids under 12 free. Contact: Bruce Heiner, Box 240, Gibbsboro, NJ 08026-0240, 609/596-1630.

ST. LOUIS, MISSOURI, April 15. The McDonnell Douglas Railroad Club's Railroad Show & Swap Meet at Greenselder Recreation Complex, 550 Weidman Road, 10am-3pm. Free admission. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664.

HELENA, MONTANA, April 16. The Ninth Annual Helena Railroad Fair at the Civic Center Ballroom 10am-4pm. Adults $1, kids under 12 free. Contact: John A. Elliott, 24 South Montana Ave., Helena, MT 59601; 406/443-2348.

WALDO, FLORIDA, April 22. City of Waldo's annual "Railroad Day" at the City Park in downtown Waldo 8am-5pm will feature craft dealers and vendors, amusements, food, entertainment and more. Contact: City of Waldo, P.O. Drawer B, Waldo, FL 32694; 914/468-1001.

TOPSHAM, MAINE, April 22. The Downeast Model Railroad Show at Mt. Ararat School on U.S. 201, 9:30am-4:30pm. Adults $2, kids under 12 $1, family $5. Contact: Robert C. Baker, Sr., c/o Downeast Model Railroad Club, P.O. Box 285, Brunswick, ME 04011; 207/725-4931.

TITUSVILLE, NEW JERSEY, April 22, May 20 and June 7. The Titusville Firehouse Train Show at the Titusville Firehouse on Route 29, 8am-1pm. Adults $3, kids free. Contact: Herman Lotstein, 21-7 Potters Place, Holland, PA 18966; 215/968-7630.

LOCKPORT, NEW YORK, April 28-30. The Niagara Frontier Region NMRA Convention at the Best Western Motel in Lockport. Saturday and Sunday feature "Railroad Showcase 1989" swap meet sponsored by the Niagara Orleans Model Engineers and the Niagara Frontier Chapter NRHS at the Kenan Arena, 195 Beattie Ave. Saturday 10am-5pm, Sunday 10am-4pm. Adults $2, kids 6-12 $1, 5 and under free. Contact: Bob Fogle, 26 Cherry St., Lockport, NY 14094; 716/434-0213 or Tina Daunce, 247 Center St., Lockport, NY 14094; 716/434-0356.

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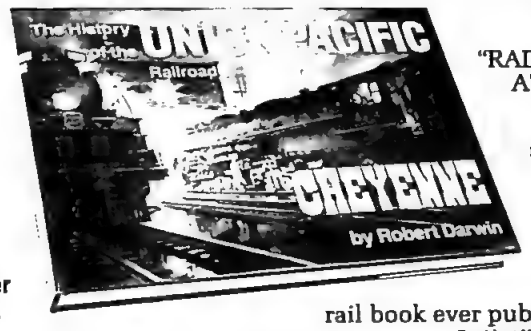

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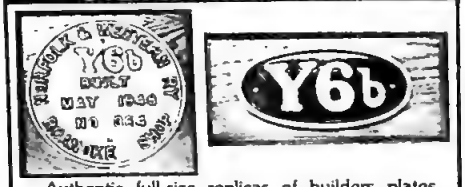

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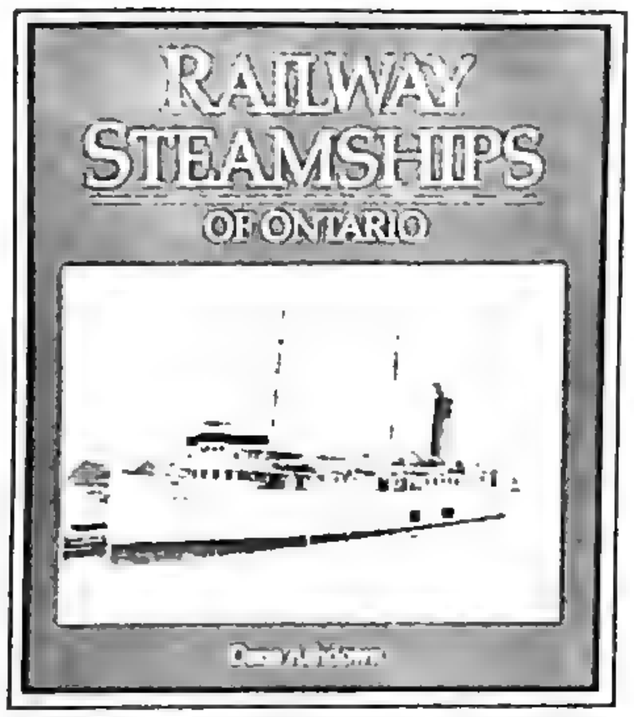

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PORT HURON, MICHIGAN, April 30. The 7th Annual Modelers Model Railroad Show & Swap Shop at the McMorran Place Pavilion 10am-5pm. Adults $2, kids 14 and under $1. Contact: Fred Ceselske or Stan Piper, 4277 Lapeer Road, Port Huron, MI 48060, 313/987-7176.

DOVER, NEW JERSEY, April 30 Northwest Jersey Train-O-Rama at the Dover High School on Grace Street 9am-3pm Admission $3.50 Largest open meet in the N.Y. area Contact: Donald Brill, 39 Sixth Street Dover, NJ 07801, 201/361-0723

BELLEFONTAINE, OHIO, April 30 Big Four Railfans, Model Railroad Flea Market & All Scale Meet at the Four-H Building, Logan County Fairgrounds 10am-4pm. Adults $1, kids under 12 free Contact: Daniel E. Gilbert, P.O. Box 682, Bellefontaine, OH 43311; 513/593-1428

TOLEDO, OHIO, April 30. The Friends of Model Railroading's 10th Annual Spring Railroad, Hobby Show & Train Collectors Meet at the Lucas County Fairgrounds 10:30am-4pm Adults $2, kids under 12 free Contact: Steven Scanes, 824 Elysian Ave., Toledo, OH 43607; 419/536-1232.

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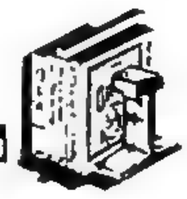

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Railroads have often dabbled in modes of travel other than the steel-wheeled variety. Dana Ashdown's new book *Railway Steamships of Ontario* offers a thorough, detailed look at the first century (1850 to 1950) of rail-oriented steamship service on the rivers and lakes of Canada's Ontario province. Eight chapters cover such areas as "The Portage Railways," "The River Ferries," "The Iron Ore Carriers" and much more. Most of the black & white photos are vintage scenes of passenger steamships, bulk freighters, car ferries and various dock facilities. Far outweighing the pictorial content, though, is an abundance of information, nicely arranged in table formats, including complete listings of ports, schedules, ships and their specifications and other related data. The 288-page 8½"×11" hardcover sells for $29.95 from The Boston Mills Press, 132 Main Street, Erin, Ontario N0B 1T0.

Street Cars, Subways and Rapid Transit: A Canadian Bibliography is a 64-page 8¼"×10¾" non-illustrated softcover by Robert Stamp containing nearly 900 references to published articles on Canadian interurban railways and urban transit lines. The listings are classified by provinces, cities and other regional boundaries, with each entry shown alphabetically according to the article's title and author. For the most part, this booklet refers to articles published in *Canadian Railway & Marine World*, *Canadian Rail* and *The Electric Railway Journal*. This is a handy tool for serious followers of Canada's interurban railways. It sells for $10.00, plus $2.00 shipping, from PostalCan Books, Thousand Island Park, NY 13692.

Off On a Wild Caboose Chase by Adolf Hungry Wolf is a 206-page 5¾"×8½" hardcover blend of "true adventures, folklore and a farewell tribute to the old train caboose." It offers black & white action photos of cabooses, new and old, as well as shots of the author and his family, who live in a cluster of cabooses in British Columbia. With chapters titled "Train in the Night," "Rail Laws and Handcars," "The Moose by My Caboose . . . and Other Animal Tales," "Last of the Wild Cabooses" and so on, you'd expect some great reading here—and there is! Hungry Wolf paid his way through college working as a locomotive fireman, so much of what he's written is based on firsthand experience. Fun, dramatic, with a dose of solid history, it sells for $17.95, plus $1.50 shipping (N.Y. state res. add 7% sales tax), from William Morrow & Company, Inc., 105 Madison Avenue, New York, NY 10016.

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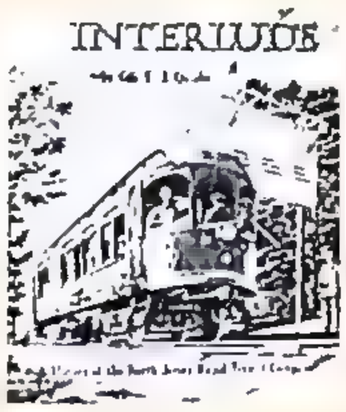

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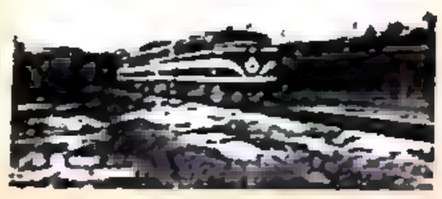

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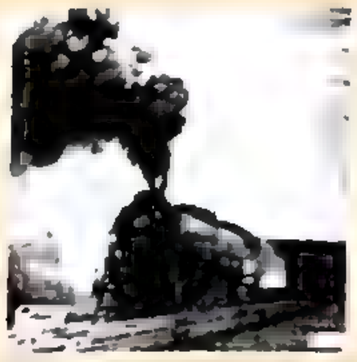

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Collector's Calendar

We normally don't announce new calendars this late in the year, especially ones that are out of date, but the staff of *The Cross Tie*, SP's San Antonio Division newsletter, is offering copies of their 1988 company calendar, which is normally distributed only to employees and customers, to the public for $2.00 each, postage paid. This 11″×17″ foldout calendar features great color photos of SP trains and facilities. There are only about 100 copies of the SP San Antonio Division 1988 Calendar left, so order now from *The Cross Tie*, 1174 East Commerce Street, San Antonio, TX 78205.

Railway Fantasy Hotel

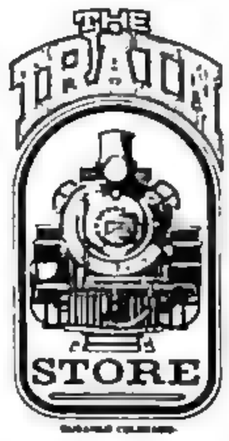
Not all luxury train accommodations have to ride on rails. The Fantasyland Hotel, part of the world famous West Edmonton Mall in Alberta, Canada, has opened a number of new suites called The Canadian Rail Rooms, tailored with the railfan in mind. Each suite was decorated at a cost of $40,000 in colors and fabrics similar to those used by VIA Rail in their recent car refurbishing project, and VIA even provided consultation during the Fantasyland Hotel's room reconstruction. Among the many railroad amenities are dome-shaped ceilings, functioning grade crossing signals and upper- or lower-berth sleeping for children, plus king or queen size beds and full-size jacuzzies. A vacation in itself, the Edmonton Mall also hosts a five-acre waterpark, submarines, Pebble Beach Golf Course, an underwater cavern and 800 shops and services. For reservations or additional information, call the Fantasyland Hotel toll free at 800/661-6454, or write them at 17700 87 Avenue, Edmonton, Alberta, Canada T5T 4V4.

Traction Publications — by Joe L. Diaz

PARIS METRO HANDBOOK, by Brian Hardy, is a 104-page 5¾″×8½″ perfect-bound book providing an illustrated, detailed look at the giant Paris subway system. The book is arranged in chapters detailing the origins and development of the network, the operations, stations, rolling stock, train formations and fares and ticketing. There is a large amount of interesting information here, accompanied by 100 black & white photographs, mainly operational views, along with numerous good detail views of car equipment, stations and even signals and signing.

The chapter on rolling stock is extensive in its explanation of the design and operation of the car equipment, with good attention given the older cars. Included are the Sprague cars, now all removed from passenger service, with some being retained for work service.

The photographs are of excellent interest, with very good reproduction. Color photos are limited to the book's front and rear covers. The system route map is unfortunately



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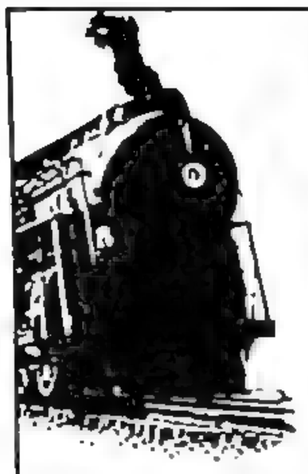

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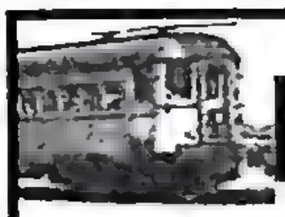

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Since 1977, our series of **accurate, carefully researched** and **detailed** pictorial reviews of Canada's railways have gained a solid reputation of **high quality** at **low cost** among railroad enthusiasts. Now we are pleased to announce that **Canadian Pacific's Dominion Atlantic Railway (Volume One)** by Gary W. Ness and **The British Columbia Railway (Volume One)** by Timothy J. Horton have both been published and can be obtained for $7.00 each (including postage) from the
B.R.M.N.A., 5124 - 33 St. N.W., Calgary, Alberta, CANADA T2L 1V4

The two publications deal respectively with railroad development on Canada's eastern and western seaboards. **The Dominion Atlantic Railway** is the name applied to the Canadian Pacific's operations in the Province of Nova Scotia. These remain isolated from the rest of the system and currently much of the line is under threat of closure. This long-awaited volume includes coverage of the railway's 4-4-0s, 4-6-0s, 4-6-2s, 0-6-0s, various diesels, extensive bridges crossing wide estuaries, an industrial switcher and great views of the inter-working of the railway and shipping. It is now over 50 years since the last book on the **Dominion Atlantic Railway** was published but such is the interest in the line that Gary has started work on the second volume already. Timothy Horton's **The British Columbia Railway** is a natural sequel to his two previous volumes — **The Pacific Great Eastern Railway** — which covered the history of this line from its inception in 1912 until it changed its name in 1972. The current publication deals with the railway since 1972 and will be followed by a second and final volume. It is essentially a diesel work as the railway's steam power had all been retired by the time the new name was adopted. However, there are two excellent photographs of the "Royal Hudson" in operation between Vancouver and Squamish. The British Columbia Railway is one of the few main lines to operate a regularly scheduled steam excursion during the summer months.

B.R.M.N.A. has now published 39 railway works and all can still be obtained although stocks of some titles are very low. To avoid disappointment, as we have instituted a no reprint policy, send $205.00 and the entire series will be forwarded by return.

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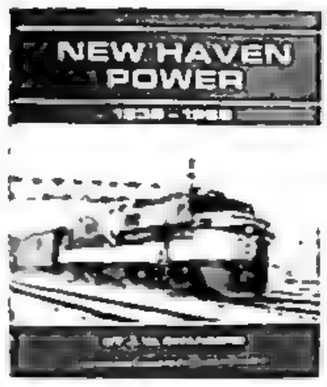
much too limited in size and definition. This is a very large system with 13 distinct routes. This is a very well done book which will make all very understandable and enjoyable. It is available for $13.95 postpaid from The Map Factory, P.O. Box 12629, Seattle, WA 98111.

Book Reviews



New Haven Power 1838-1968, by J.W. Swanberg, edited and published by Alvin F. Staufer, 2244 Remsen Road, Medina, OH 44256. 608 8½"×11" pages, hardcover, $65.00.

The New York, New Haven & Hartford Railroad has to rank as one of the more popular and fascinating railroads in the country. Located in the heavily populated Northeast, the New Haven's compact system connected New York, Boston and Springfield, Mass., with smaller towns and cities in Connecticut, Rhode Island and Massachusetts. The first organized railroad enthusiast groups were founded in Boston in the early 1930s, and interest in things railroad has flourished in the southern New England region ever since. The New Haven has attracted a large following partly due to its early receptivity to railfans and excursions. One of the earliest "fallen flag" historical groups, the 25-year-old New Haven Railroad Technical & Historical Association, is an outgrowth of that relationship.

All of the familiar themes beloved by railfans were present on the New Haven: famous luxury passenger trains such as *Yankee Clipper*, *Merchants Limited* and *Gilt Edge*; fast freights over the Maybook-Boston route and meandering branch lines with mixed trains. There was also a diverse roster of steam power including Moguls, 3-cylinder 0-8-0s and streamlined Hudsons, a pioneer long-distance electrification and a wide variety of diesel power including RDCs and experimental lightweight trains. Add to all of that financial skullduggery (both at the Turn of the Century with Charles Mellen and J.P. Morgan, and in the 1950s with Pat McGinnis), a string of spectacular wrecks in the early 1900s, disastrous floods in the 1930s and '50s, ownership of most of the region's trolley and steamship lines, and the fascination of the New Haven is obvious.

Yet with all of that (and much more), the NH has never been the subject of a wide-ranging, full-sized book. This oversight has been addressed in Jack Swanberg's *New Haven Power 1838-1968*, published by Al Staufer. This 608-page book is far more than a work about locomotives; Jack Swanberg, a professional railroad manager, started his career on the New Haven and has devoted over ten years of effort to this book. Over 1350 photos, along with 16 pages of full-color paintings, illustrate ancient 4-4-0s from NH predecessor lines; the electric locos from which the PRR derived the GG1; Heisler and Climax geared locos; streamlined "Shoreline" Hudsons; Alco diesels galore (from the earliest high hood switchers to the last Centuries, the NH was a fanatically loyal customer); passenger and freight cars; m.u. cars; gas-electrics and RDCs; a railroad "navy" and even the time Hollywood visited the New Haven.

The book is organized into 21 chapters with detailed text at the beginning of each chapter and descriptive captions for the photos. Many of the later era photos are by Jack Swanberg. Other photographers represented are Jim Shaughnessy, H.L. Goldsmith, Charles Brown, George Votava, Kent Cochrane and Charlie Gunn (the New Haven's last company photographer). The photo reproduction is excellent on good quality coated paper stock. There is an incredible amount of material in this book, and it will hold your attention for quite a while. This is Al Staufer's most impressive book to date. *New Haven Power* has been long overdue. Whether you never knew the New Haven, or still remember it, this book is a must—HARRY FOSTER MALONE.

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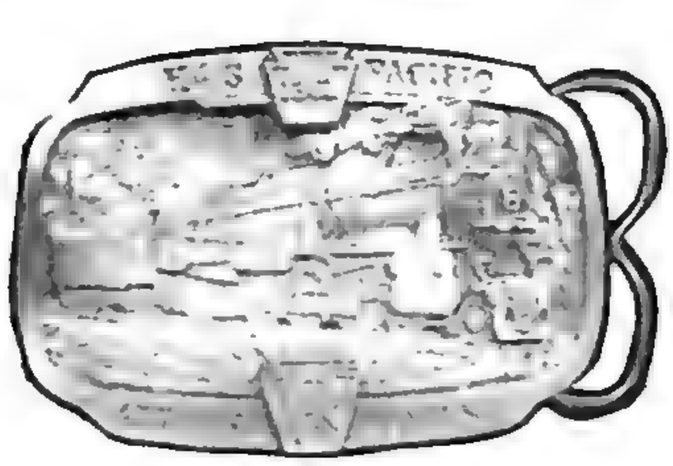

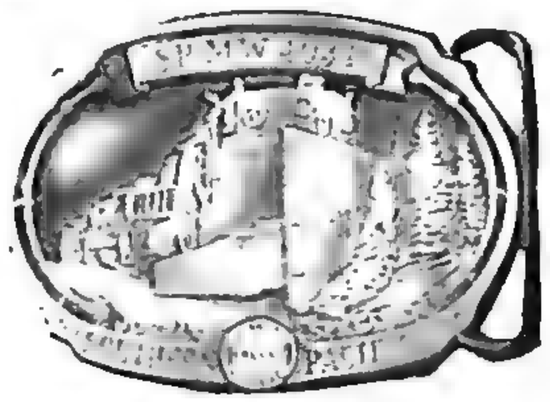

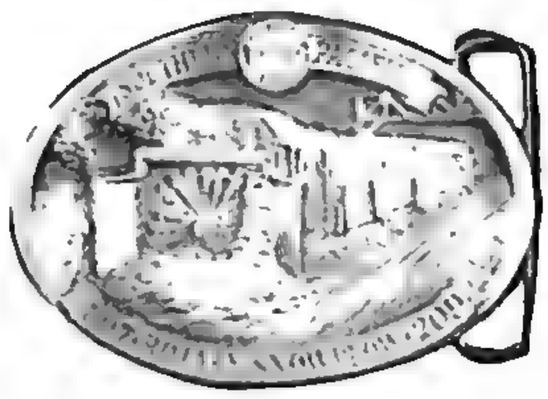

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We'd like you to meet . . .

Jay Williams

The author of the story in this issue about Nickel Plate Mikado 587 has been involved with the restoration project right from its beginning. Working, as he describes it, "thousands of hours at different tasks ranging from semi-skilled to menial," he takes a special pride in seeing the engine on the road. He also used his skills as a commercial photographer to document the work on the 587 as it progressed.

A native of Indianapolis, Indiana, Jay was already involved with preserving and protecting the 587 back in the 1960s. Tony Koester, one of the founders of the Nickel Plate Road Historical & Technical Society, remembers Jay working to get the 587 under cover—and even then anticipating having it steamed up. As Tony observes, "Jay is one of those people who will work tirelessly for the good of 'the project,' willing to listen and take advice and do the planning required to get results. He's the kind of person who gets things done."

Today, married and still residing in Indianapolis, Jay makes his living from photography with clients ranging from local businesses and editors to the National Park Service, the Heritage American Engineering Record, the Image Bank stock photo house and *Popular Mechanics* Magazine. His ongoing task is to "document the essence of the fast-fading iron/steel industry, railroads, relevant structures and working crafts. I will not hesitate to photograph any 'blue collar' workers."

Although associated with the Nickel Plate because of the 587, Jay confesses that his rail loyalties have been a constant struggle between New York Central and Pennsylvania Railroad. His grandfather and great grandfather were management types for the Pennsy,

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and Jay remembers a ride at age four behind a PRR T1 4-4-4-4 from Terre Haute to Indy on the *Penn-Texas*. In recent years he could be found anywhere big steam was on the road: 614, 765, 819 et al.

As he describes it, "Growing up on a diet of *Trains* and *Railroad* Magazine, trips by rail to camps and school, the Lionel under the Christmas tree and indulgent relatives, it was inevitable that I began taking the pictures that the Kaleidoscope of a changing railroad industry demanded. What began using a Kodak Brownie Hawkeye now requires a Nikon FA and lenses, a Pentax 6×7 and lenses plus two 4×5s and a tripod and all the other stuff. My favorite set-ups are the Nikon with a 135mm Nikor and the 6×7 with a 110mm lens."

Jay also admits that he's a "compulsive pack rat" (collector) and has ambitions of putting some of that material to use in a book.

Wherever there's a steam engine running, you'll likely find Jay somewhere around. But the hardware isn't the entire scene. As he puts it, "If I didn't have the opportunity during the chasing season to gather with the fellas to swap lies and trade slides and experiences from past chases . . . I'd need to start a new career."

Camera Bag

BY JIM BOYD

The Pluses and Minuses of Motor Drives

GUEST COLUMNIST: DONALD R. KAPLAN

The optical dynamics of cameras and lenses have not been affected by modern technology nearly as much as the mechanics of the camera bodies themselves. For example, in many of the more advanced models available today, we have automatic focusing, motorized film advance, computerized exposure control and other high-tech features. Since camera operation is the area where new advances can be made most easily by manufacturers in order to gain an edge over their competitors, it is the area where we can expect the most innovations. The question for the active railfan is: how many of these advances are really useful for the kind of action we are interested in recording?

Motorized film advances and shutter cocking devices have been around a long time, yet their utility for train photography has received relatively little published evaluation. In this column I would like to describe camera motor drives and their applications in the sport of railfanning.

Motor drives range from simple autowinders that merely advance the film and cock the shutter one frame at a time with each depression of the trigger button, to those that fire off a succession of exposures at rates of up to six frames per second as long as your finger is on the trigger. I own a Nikon MD-3 motor drive, which I use with each of my two F2AS bodies. The motor drive can operate off of a variety of power sources, including Nikon's MB-1 and MB-2 cordless battery packs, as well as an ac/dc convertor. The cordless packs differ principally in the number of batteries they hold (eight with the MB-1, ten with the MB-2), and more batteries allow the motor drive to advance through and expose more film frames per second. The trigger on my motor drive has three positions: one for single exposures, another for multiple exposures at rates of up to four frames per second and, of course, an OFF position. The off position is particularly useful when you are carrying the camera because it prevents you from accidentally engaging the motor drive should you brush your arm against the trigger.

So much for the characteristics of the unit; what are its pluses and minuses? On the minus side, motor drives are voracious film eaters. (If what the NRA says about handguns is true, then cameras don't eat film; photographers do!—B.K.) With my motor drive it is possible to shoot up a 36-exposure roll of film in just nine seconds! Railfans rarely can afford to consume film at that rate, and besides . . . the shots are often redundant.

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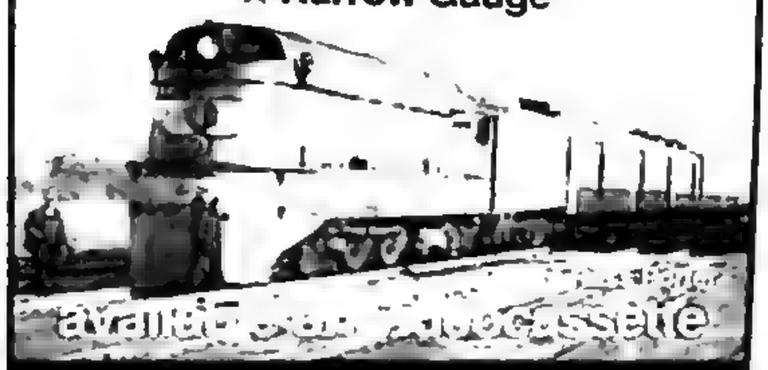

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Moreover, the units are noisy. How many times have you seen motor drive users at some major railfan event receive dirty looks from videographers because of the extraneous noise the motor drives have contributed to their video soundtracks? All the racket that motor drives produce make it difficult to be unobtrusive in your photography.

Another liability is that motor drives can contribute greater wear to your camera. By nature of its speed capability, a camera equipped with a motor drive will usually have its shutter mechanism operated many more times than a driveless camera. Hence, your camera may show signs of fatigue earlier than those that are operated manually. It is also possible that motor drives induce special wear problems that do not occur with driveless cameras. The latter can only be assessed in individual cases and with individual cameras. (There is a definable problem called the "FM2 Syndrome" that results from Nikon's precision shutter on that model being cranked to deflection by excessive use of a fast motor drive—J.B.)

With all those liabilities, why would anyone want to purchase a motor drive? One can understand their use in sporting events where the photographer wants to capture just the right moment and must fire off a sequence of shots in hope that one will hit that perfect instant, but are there comparable situations for railfans?

To begin with, there are railfans who, for purposes of trading or selling original slides, need the duplication of an action shot that only a high-speed motor drive can provide. But more significantly, there are times when you want to take a picture of a train passing through a particular scene but you are not sure what proportion of the scene you would like the train to occupy. In the most ideal of circumstances, the good photographer should be able to predict these relationships between the subject and background in advance of the train's arrival, but rather than shooting just the one "perfect" moment, it is often wise to fire away with the motor drive as the train passes through the scene and record on film a variety of pictures from which to choose. This is especially helpful when the train is moving by at such great speed that you have little time to decide when to hit the trigger. How many times have you taken a picture, and upon viewing it, wished that you had clicked the shutter at another point? Because it happened to me on several occasions, I decided to purchase a motor drive. Since the majority of my photos are black & white, I feel I can afford the extra expense in achieving the kind of composition I want.

There also are times when a particular negative is scratched or blemished in the developing process. Such a loss is inconsequential if you have a near duplicate that can be used, especially when recording an historical event which may never be repeated. In these instances, motor drives provide the necessary backup imagery.

Through the years, I have been particularly interested in photographing railway employees at work, and it is in this realm that a motor drive has been most beneficial. Just like the sports photographer who wants to capture that special moment when the basketball star stuffs a basket, I want to catch that instant when the conductor waves a highball or snags a set of orders from the

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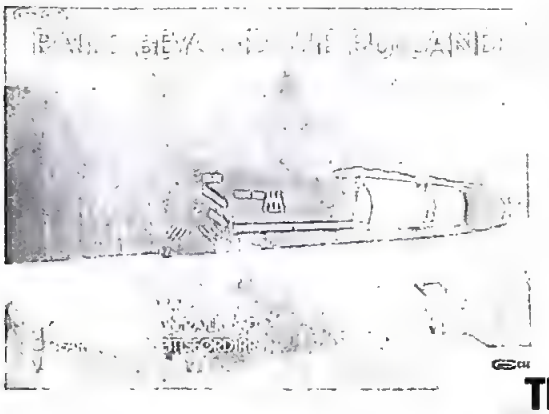

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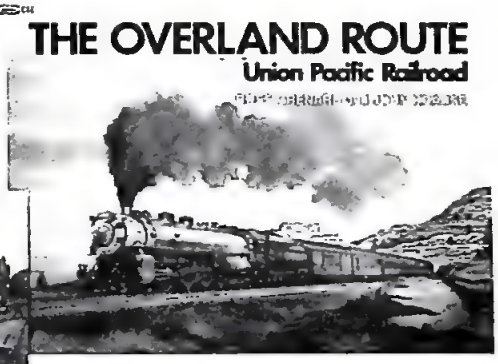

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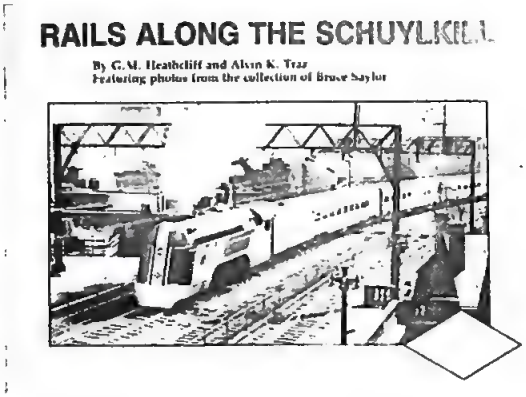

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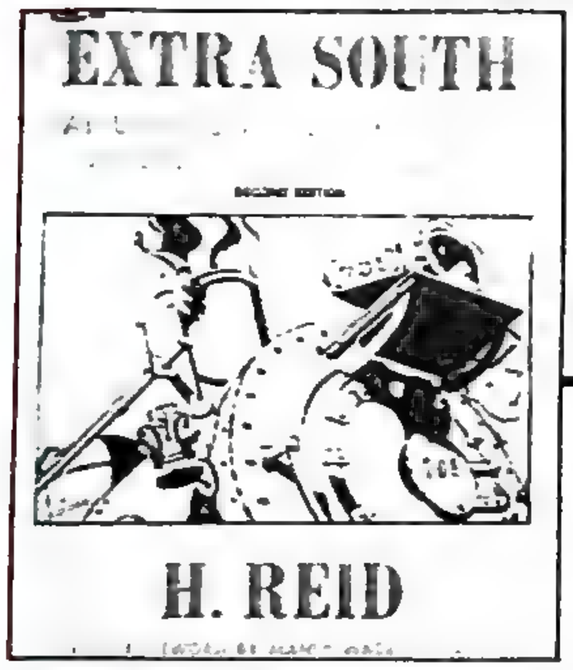

EXTRA SOUTH is on the road again, having made a few pick-ups along the way to fill out tonnage. Originally published in 1964, H. Reid's classic "Unscheduled, Unhurried Look At Dixie Steam Railroading" has returned in an expanded Second Edition softcover. All of Reid's original material is included, and he and editor John Krause have added over 45 new photos and expanded text. Come on board EXTRA SOUTH as master story-teller H. Reid remembers the narrow gauge Tweetsie, Norfolk Southern 2-8-4s, the Sumter & Choctaw, the "Wreck of Old 97," N&W 4-8-0s on "The Huckleberry," and much more.

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hoop. These are the kinds of events where you can't always predict how the action will unfold, and it is best to be able to fire off a rapid succession of exposures.

I have also found a motor drive to be useful when hand-holding my camera with a telephoto lens. In this circumstance, the drive serves as an autowinder, permitting me to concentrate on steadying the lens and its focus without having to take my eye from the viewfinder.

From this discussion, it should be clear that motor drives offer definite advantages in certain types of railroad photography, but they are not for everybody. Those fans who are interested in roster or other motionless photography can do just as well without motor drives. However, in those situations where events happen very quickly and the fan wants to make sure that all angles of the moment are covered, a motor drive can be an asset. The important point is that they should not be bought simply to become fashionable as part of the "pro" crowd in the photo line. You have to decide whether the greater expenditure of film, the generation of noise and the wear on the camera can be justified in terms of your personal photographic goals or monetary reward for your work. Like any tool, a motor drive's special function is something to be appreciated in its proper place.

∈ *In upcoming issues, CAMERA BAG will be devoted to further discussion of camera motor drives, their adaptability to remote control and how such equipment may help or hinder your particular style of railfanning. Don Kaplan, this month's guest columnist, has been the author of numerous articles including "Tracking the South Shore" (January '79 R&R) and "Santa Fe to the Bay" (July '86 R&R) and the PTJ Publishing book* Duneland Electric. ∈

Videos

BY MIKE DEL VECCHIO

New Arrivals

WB Video, 6447 S. Heritage Place West, Englewood, CO 80111, has really raised some eyebrows with their latest two releases. **"The Milwaukee's Mighty Electrics"** features the 16mm color films of Milwaukee, Wis., native Doug Jones. The Little Joes and boxcab locomotives are shown over both segments of the Milwaukee's electrified main line across Montana, Idaho and Washington. The dubbed sound is of the actual locomotives recorded separately by Donald L. Hunter. 40 minutes, $39.95.

"Kindig's Diesels (Part 1)" is the second new release from WB Video. It features the 16mm films of famous steam-era still photographer Richard H. Kindig, who began shooting movies in the early 1970s and has captured lots of first and second generation diesel motive power such as UP's Centennials, E and F-units, GP9s, GP30s and black 4-8-4 8444 in excursion service. Also included are Burlington Northern trains north of Denver, early Amtrak E-unit-powered trains painted for the predecessor railroads and Denver & Rio Grande trains including the legendary *Zephyr*. All footage was shot during 1971 and 1972. WB Video is gaining an excellent reputation for their ability to transfer vintage movie footage onto video tape. Both new programs include previews from other WB offerings and debut new four-color slip cases printed with color photos and artwork. Previously, tapes were sold in bulkier plastic library cases. 35 minutes, $39.95.

Kaufman Creative Services, R.D. #3, Box 570, Palmyra, PA 17078, has released **"East Broad Top Spectacular 1988"** covering the Railfan Weekend on the East Broad Top narrow gauge railroad in central Pennsylvania. The 1988 affair was held on the sunny weekend of October 8-9. This program was filmed with both 16mm movie film and professional quality video cameras. Trains included double and triple headers, freight and passenger consists, the Brill M-1 "doodlebug" and the diesel cow and calf set. About a third of this program is dedicated to the Shade Gap Trolley Museum located next door to EBT. It features colorful trolleys operating in quaint interurban settings and a former North Shore Line *Electroliner*. This program is very well put together, and the regional narration helps add to the local flavor of these well-known tourist railroads. 47 minutes, $21.95.

"Light Rail Pamorama: Calgary, Portland, Sacramento," produced by Transit Gloria Mundi, 36 East 27th Street, Baltimore, MD 21218; 301/235-3599, is a well put together

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4-8-2 LOCOMOTIVES

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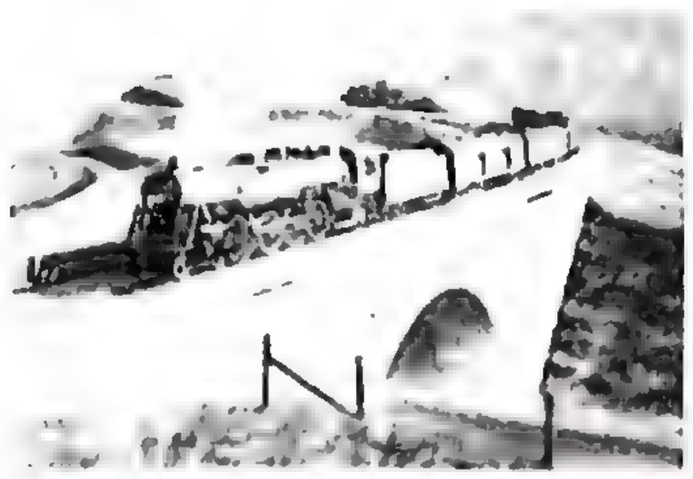

overview of the three new light rail systems serving the title cities. Calgary features articulated cars on a three track line, while Portland also has modern articulated cars but runs on some former interurban right-of-way. The Sacramento line is equally interesting with articulated cars and a predominantly single track right-of-way. TGM uses professional cameras and editing equipment, and their videos are among the best in the traction and transit field. 55 minutes, $49.50.

"Cumbres," produced by Railway Productions, 7287B Orinoco Ave., Indianapolis, IN 46227, is a follow-up to RP's excellent "Narrow Rails Still Shine" and is a definitive video history of the Cumbres & Toltec Scenic Railroad along the Colorado-New Mexico border. This program features vintage movie footage of the D&RGW narrow gauge operation and interviews with retired railroaders. The present day operations are viewed, and the line's history is traced back to its 1880s origins. Producer and cinematographer Les Jarrett has a real talent for shooting and editing documentaries. 60 minutes, $39.95.

"CSX Fs," produced by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103, is the first of two new releases and looks at CSX's famous "Clinchfield Fs" which were placed into RoadRailer service in March 1988. The smooth lines of a RoadRailer train meet beautifully with the lines of an A-B F-unit set and those fast trains sure look great in that Tennessee, Kentucky and Ohio countryside. Also included is historical movie footage and views of the F-units in service on directors' trains. This program is especially valuable as, at last report, all four F-units have been removed from RoadRailer service. 60 minutes, $39.95.

"Frisco 1522" is the second new tape from Greg Scholl and provides the most complete coverage of Frisco 4-8-2 1522 to date, including the public debut in St. Louis, the freight runs and fantrips on the Wisconsin Central and the fantrip from St. Louis to Decatur, Ill., and return. Greg admitted that he put over 7000 miles on his van to make this tape. 70 minutes, $39.95.

Feature Reviews

"Norfolk Southern '87/88," produced by Mason Dixon Productions, 11701 Caverly Avenue, Beltsville, MD 20705. VHS or Beta, check or money orders accepted. 90 minutes, $39.95; (Md. res. add $2.00 sales tax).

Norfolk Southern has the most extensive and aggressive main line steam excursion program in the United States. On almost any weekend during the warmer months, either N&W Class J streamlined 4-8-4 611 or Class A 2-6-6-4 1218 are pulling fantrips somewhere on the NS system.

The 1218 quickly captured the attention of Norm Blackwood of Mason Dixon Productions, who has produced a documentary of the 2-6-6-4's adventures since restoration. The show begins in Roanoke during 1218's inaugural weekend and first revenue excursions to Bluefield, Lynchburg and Walton on April 25 and 26, 1987. The stormy images of that first Saturday trip to Bluefield are still probably 1218's most dramatic. Sunday with "nary a cloud and an azure sky" was also a fine day in 1218's photographic history. The camera was trackside and pacing at many of the favorite locations like Shawsville, Vickers, Montgomery tunnels and elsewhere.

Later in 1987, parts of Alexandria to Charlottesville and Front Royal trips are shown. And what 1218 documentary would be complete without the 1987 NRHS National Convention with the A and J stomping up Christiansburg Hill side-by-side? Mason Dixon came up with a few unique angles and a couple of familiar ones for this event. The two 1987 Convention doubleheaders are also shown.

The 1988 coverage includes various excursions in Virginia and the four-day extravaganza in which 1218 pulled a revenue one-way fantrip from Roanoke to Chicago. Mason Dixon followed the train all four days as it went through West Virginia, Ohio, Indiana and beyond. The program concludes with a fast-paced, well put together and entertaining montage which Norm Blackwood calls a "memory-jogger."

Overall, this production is pretty good. The camera style is fun to watch as the videographer in many scenes used the railfans and local onlookers as part of the scene. One particular sequence I liked happened as the observation car passed through the scene and a few young children ran out to the crossing in a desperate search for their pennies.

NS '87/88 was shot and mastered entirely on ¾" and edited at a professional studio. The program does feel long as it runs a full 90 minutes, but to the coverage is extensive and the images are varied. This is Mason Dixon's second effort on a national level ("Norfolk Southern '85"). The regional narration helps to convey the feel of Virginia. There is some less-than-steady footage and a rough "cut" or two, but the photographer does exude a sensitivity to the area. That is something I've only seen in a few of the many 1218 tapes on the market—M.D.

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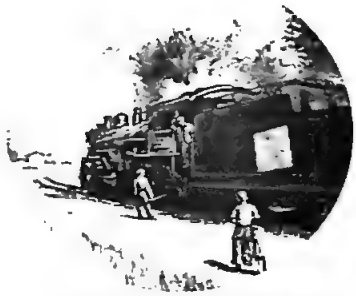

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Transit Currents

Cleveland: 20 years

November 15, 1988, was an anniversary in Cleveland, Ohio. It was 20 years earlier on that date that the Regional Transportation Authority began its rapid transit service into Cleveland Hopkins Airport. In 1968, Cleveland had the first and only rapid transit system in the Western Hemisphere that connected a major city with a major airport.

On the day of the anniversary, the RTA ran a two-car train of the original Pullman Standard cars that introduced the service in 1968. The "Airporters," as they were called, Numbers 161 and 172, ran from Tower City Center (formerly Terminal Tower) to the airport giving free rides. Car 156 was the one that made the first trip to the airport in 1968. Thanks to Jay Himes for sending the information.

New York City Transit Changes

The New York papers billed it as the greatest number of rapid transit service improvements since 1904. What was involved on December 11, 1988, were indeed some major changes in subway service, in bus service, and especially in the opening of the Archer Avenue subway, which had been long delayed in its completion. Legend has it that men now on Social Security were mere beardless youths when the Archer Avenue project got under way.

The Archer subway contains two stops, and it entertains several new lines. The J line now continues past 121st Street, which was its old terminus in Queens, to the new Jamaica terminal at Parsons and Archer. The J line will also begin skip-stop express service inbound to Manhattan and outbound in the afternoon rush hour. New Z trains will run simultaneously and will make alternative skip stops with the J. The J and Z lines both terminate at Broad Street at the tip of Manhattan.

The A line will begin its service in Brooklyn from Hoyt-Schermerhorn Street to Euclid from 6:00 a.m. to 9:00 p.m. instead of only at rush hour. The B line resumes its regular route, which was interrupted in 1986, from 168th Street in Manhattan to Coney Island in Brooklyn, operating under 6th Avenue rather than under Broadway in Manhattan. The C route will operate from 6:00 a.m. to 9:00 p.m. instead of just at rush hours. During the mid-day period it will terminate at 145th Street instead of at Bedford Street Boulevard. The D line will once again operate under 6th Avenue and link The Bronx and Brooklyn 24 hours a day. The C line will replace the previous K service. The N subway line will use the Montague Street tunnel and will no longer use the Manhattan Bridge in off-peak hours. The Transit Authority announced that more trains are to be put in service in order to compensate for the elimination of the Broadway express service in Manhattan. The Q line shifts from Broadway to 6th Avenue in Manhattan and will run in rush hours between 57th Street and Brighton Beach on an express basis. The major changes in subway service do not affect the F, L and M lines or any of the numbered subway lines in New York. It is expected that the changes in subway service will affect about half of the 3.7 million people who use the rail system each day.

What actually happened was a lot less than had originally been expected. Johnathan Goodman writes that in addition to the Archer Avenue line there was to be a super express connecting that line with the 63rd Street tunnel and the 6th, Broadway and 7th Avenue BMT lines. There are other plans which included a Utica Avenue subway in Brooklyn, a Second Avenue subway in Manhattan and a branch line to a northeast Queens subway. There's a long way to go to bring the subway up to what it should be in New York, but it appears that, at last, after years of drift, things are indeed getting better. That will probably be disputed by regular riders. Now, if New York can just figure out what to do with the 63rd Street tunnel . . .

For readers who would like to acquire maps and brochures involving the changes, they should ask for brochures on the following topics: the Archer Avenue subway changes, Archer Avenue bus changes, major changes in subway service, a new subway map, and a Queens bus map. These are available from the New York City Transit Authority, Marketing Department, Room 875, Box AA 370 Jay Street, Brooklyn, NY 11201; the telephone number is 718/330-1234. Many thanks to Jon Goodman; Al Agovino, Jr.; Dennis A. Livesey and Geert K. Marien.

Pittsburgh Labor Situation

The Port Authority Transit of Pittsburgh and the union representing its 2600 operating employees have arrived at a three-year wage and pension agreement that pleases both sides. It took 42 meetings to reach the agreement, which is good news for all involved.

PAT would like to have a trolley stop shop located across from Station Square. According to the plan, a PCC car would be stripped of its seats, refurbished and located on property along east Carson Street between the Station Square light rail stop and the Monongahela Incline. Souvenirs, trolley and bus materials, and things having to do with Pittsburgh are to be sold. So far, there hasn't been much interest, but it seems as if it would be a fun addition at Station Square. Thanks to Jim Cerny for the news.

Baltimore-Washington News

The Baltimore area is soon to see the construction of a new light rail line. One of the problems the city will face is that the Howard Street Transit Mall in Baltimore is going to have to be ripped up. The double track down Howard Street will require digging in the street itself, as well as widening areas of the roadway that have previously been nar-

BY GEORGE M. SMERK

# of Airport Service

rowed to allow more room for the brick sidewalks. The ornamental lighted arches that bridge the street may also have to be raised or removed. As of late November 1988, news sent by Marion J. Zych said the decision on how to link the light rail line on Howard Street with the old Northern Central Railroad right-of-way has still not been made final.

Concern over highway gridlock is encouraging greater interest in improving rail systems. In the Maryland area, business interests are encouraging more service on the Maryland Rail Commuter (MARC) system, which uses the old Pennsylvania and B&O lines between Baltimore and Washington. All major highways are jammed on an almost continuous basis, including the famous Washington Beltway which has now become the universe's most celebrated circular parking lot. The State Railroad Administration is being prodded to boost ridership and add mid-day service as well as extending lines into Northern Virginia. About 100,000 persons commute between the Baltimore and Washington metropolitan areas, but only a small percentage take the train. Even so, the ridership has risen by an enormous percent; in five years the service on the old B&O line between Camden Station in Baltimore and Union Station in Washington has seen a 33% increase in ridership. There has been a 101% increase on the line between old PRR Penn Station in Baltimore and Washington Union Station. In Washington, the courts refused a request to halt construction of the Metro Rail Green Line to Greenbelt, Maryland. The College Park Airport Pilots Association and the Friends of College Park Airport had sought a preliminary injunction to block the project. The judge held that the public interest favors the construction of the Green Line as soon as possible. Meanwhile, Washington Metro has started to raise the issue of increasing rail and bus fares for the first time since 1984.

In Northern Virginia it appears that the Fredericksburg-Washington and Manassas-Washington commuter service is inching a little bit closer. Conrail has pledged to support the Northern Virginia Commuter Rail Service if the federal government will pass legislation limiting the liability of freight railroads involved in accidents concerning passenger service on their tracks. If Conrail conditions are met, it is assumed that commuter trains could start running from northern Virginia to Union Station by late 1990.

The most exciting news, perhaps, is in regards to the proposals for a $10 billion traffic plan in Northern Virginia. The key to carrying the plan out is the financing, as is typical in matters of this sort. The sub-regional transportation task force that was set up by Virginia Governor Gerald L. Baliles recommended calling for the General Assembly's permission for a real estate transfer tax of up to 1%, a ½% increase in the sales tax, impact fees on developers, and a 5% increase on the gasoline tax to provide the needed money. A major part of the plan involves rail expansions. A ten-mile extension from the end of the current Washington Metro rail system at Vienna, Va., to Centreville would add two sta-

JAY HIMES

CLEVELAND "AIRPORTER" cars like these in storage at the Brookpark Barn on May 1, 1986, provided the first direct service between any major American city and its airport. Car 156, here at left, was the one that broke the ribbon on November 15, 1968, as the first car from downtown to the Cleveland Hopkins Airport. These original Pullman-Standard cars have been replaced by Tokyu cars from Japan. Airporters 161 and 172 made 20th Anniversary runs on November 15, 1988.

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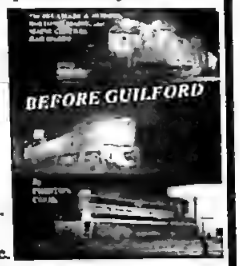

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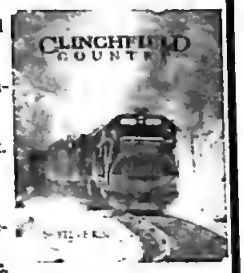

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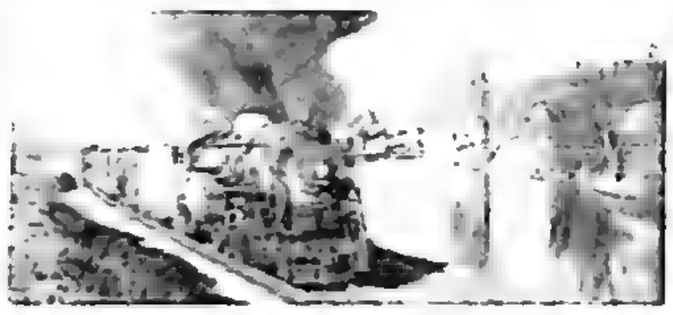

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Transit Currents

tions to the line. Another link from West Falls Church Metro Station to Dulles Airport would involve seven stations, and an extension beyond Dulles to Leesburg would contain an additional three stations. The price tag for the project is $2.2 billion. Another part of the program is the completion of Metro's Yellow Line to Franconia-Springfield. Other parts of the plan include high-occupancy vehicle lanes for buses, carpools and vanpools. There would be street widenings and other highway undertakings, but the bulk of the money would be spent on rail, bus and HOV projects. Thanks to Marion J. Zych and Sidney W. Earle, Jr. for the information.

News from Boston

The MBTA is working on plans to build a new facility at Boston's North Station. The design and construction phase lies ahead for two additional commuter rail tracks and a high-level platform to the east side of the existing station tracks, along with installation of foundations for future air rights north of the existing Central Artery ramps. There will also be work on relocation of the Green Line from the present elevated structure. The current plan calls for relocation of the Green Line into a tunnel which will permit improved access between the Green Line, the Orange Line rapid transit service, commuter rail and the North Station arena complex. (Thanks to Bill Crawford who is looking for an editor for *Callboy*, the publication of the Massachusetts Bay Railroad Enthusiasts Inc., P.O. Box 8136, Ward Hill, MA 01835.)

The MBTA also will build an inspection and service facility near South Station for the commuter rail fleet serving the south side commuters. At present, all maintenance, inspection and servicing functions are carried out at the MBTA Boston Engine Terminal in Somerville. Moving trains between the south side and the Somerville facility is time consuming, inefficient and expensive.

The signals between Orient Heights and Wonderland will be replaced by an automatic block signal system. An automatic vehicle identification system will allow the dispatchers to monitor the movement and specific location of trains. In late November 1988, MBTA announced a $16 million contract with Bombardier to overhaul and upgrade 18 commuter rail locomotives. MBTA is working hard to keep up with passenger demand. Since November of 1987 it has acquired 107 new coaches and 26 locomotives for the commuter rail system and has 56 coaches on order for delivery in 1989. A contractor is being selected to build 75 double-deck coaches. MBTA showed a 4.3% system patronage increase in the 1988 fiscal year. The commuter rail system had a 1988 increase of 19.5%, which brings total daily rail commuters to over 60,000. The 2.9% increase in bus, streetcar and rapid transit lines of MBTA brought the number of average daily weekday passengers to approximately 654,000.

Ninety of the 127 streetcars on Boston's Green Line light rail system are now the Kinki Sharyo cars from Japan. The Kinki Sharyo Type Seven cars have replaced most of MBTA's Standard Light Rail Vehicles which were manufactured by Boeing Vertol. With all 100 Kinki Sharyo cars now on the property, Green Line patrons should see more reliable service. It was no secret that the Boeing Vertol cars were a nightmare of maintenance problems. Thanks to Michael Lennon for the Kinki news.

Flashes

Serious students of electric rail transit will be interested in a recent publication of the TRANSPORTATION RESEARCH BOARD. It's entitled *Rapid Rail Transit and Planning Tools* and is available for $9.00 from the Transportation Research Board, National Research Council, 2101 Constitution Avenue N.W., Washington, DC 20418. The contents include computer-aided design of transportation interface facilities, simula-

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BY GEORGE M. SMERK

tion models of shared right-of-way streetcar operations, conversion of rapid transit trains to one-person operation, etc.

In the San Francisco area, ridership on **BART** is heading up from its low of 191,000 a day, as recorded in December 1987. November 1988 saw over 210,000 riders a day. The Henny Youngman ad campaign from December through April 1988 was one help. The Oakland A's great performance helped boost ridership from August through September, and the opening of Nordstrom's department store in downtown San Francisco in October 1988 appear to have been a major help. Thanks to Tom McGarry for the news.

Tom McGarry also sent a clipping from *Oregon Magazine* which indicated that the best rail experience is spending a rainy Sunday afternoon riding the **OREGON ELECTRIC RAILWAY** Historical Society's restored trolley from Portland to Lake Oswego, a line that parallels the Willamette River. The worst rail experience is living along the trolley route and gazing up from your morning coffee to see passing through your backyard a double-decker vehicle full of people.

In **TORONTO**, the Harbourfront light rail line construction project was moving in high gear as Christmas 1988 approached. At Bay and Front streets, the underground loop structure is now completed. Immediately after the first of the year, track placement, installation of escalators, a metal ceiling and other finishing work of the terminal section was put into motion. The tunnel section to Queens Quay is scheduled to be finished by the end of March 1989. By May 1989, Bay Street should be restored for vehicular traffic. Track laying on the Queens Quay street level section between Bay and Spadina was completed to just west of York Street by early December.

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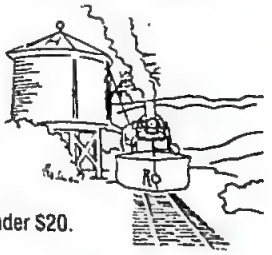

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Railnews

THE DURANGO ROUNDHOUSE FIRE The Durango & Silverton's roundhouse and machine shop at Durango, Colorado, were burned virtually to the ground on February 10, 1989, by an early morning blaze which officials estimate produced temperatures of 3000 degrees at the structure's ceiling.

All six of the narrow gauge tourist line's serviceable steam locomotives (K28s 473, 476 and 478; K36s 480 and 481 and K37 497) were inside the 108-year-old roundhouse at the time, with the 473 and 480 (which was up on jacks) receiving the worst damage. For the most part, non-metal fittings above the running boards and the cab interiors sustained the most fire damage, while additional damage was caused by the collapsing roof timbers. The minimal heat-stress exhibited on most of the boiler jackets would seem to indicate little damage to the boilers themselves, though each engine will be carefully inspected. No other rolling stock was harmed, including the three inoperative locomotives that were stored outside. With the machine shop a total loss, however, the D&SNG has scant facilities and parts for rebuilding its engines, but they vow to have trains running by May 6. The machine shop alone would cost between $250,000 and $500,000 to restore.

Arson has been ruled out as the cause of the fire, which investigators say started in the machine shop. It is believed that sparks created by an employee working in the shop may have smoldered through the night or that the kiln used for hardening metal parts may have ignited some nearby flammable material.

CONRAIL'S RICHARD D. SANBORN Conrail's Chief Executive Officer Richard Dyer Sanborn, 52, died on February 12, 1989, of "an apparent heart attack" at his home in Baltimore, Maryland, less than six weeks after his appointment to the position. His 27-year railroad career included employment with the Atlantic Coast Line, Seaboard Coast Line and Louisville & Nashville. He was president and CEO of the Seaboard System, and immediately before coming to Conrail, he was president and CEO of CSX Distribution Services, Inc. He joined Conrail on March 1, 1988, as president and chief operating officer and succeeded retiring L. Stanley Crane as chief executive officer on January 1, 1989.

In a touching tribute, Conrail observation business cars No.1 and 100, the *Boston* (former N&W 100, *Pocahontas*), were added to Amtrak Train 66, the Washington to Boston *Night Owl*, to transport Sanborn's body back to his hometown of Sanbornville, N.H. Sanborn's "Funeral Train" was powered by AEM7s 946 and 933, passing through New York on February 16, 1989. Both cars were added in Baltimore, and the train traveled during the night unmarked—noticed by only a few.

The passing of Mr. Sanborn was particularly untimely for the railfan community, for he was an acknowledged steam enthusiast and NRHS member. Mr. Sanborn respectfully maintained a low profile until establishing his position at Conrail, but many of his former associates feel that he would have welcomed steam operators and may have initiated the long-rumored Conrail steam program. We will probably never know what he had in mind.

To temporarily fill Mr. Sanborn's position, long time board member Stanley E.G. Hillman was elected by the board of directors as acting chairman, president and chief executive officer. Hillman was CEO of the Illinois Central Gulf between 1976 and 1978, and then became a trustee for the Milwaukee Road in 1978 and 1979. Hillman was also involved in the search which resulted in the hiring of L. Stanley Crane and headed the effort which found Mr. Sanborn.

FORMER DELAWARE & HUDSON Over ten years have passed since the four remaining Alco PA diesels were sold to Diesels International and shipped to Mexico in October 1978 on a long term lease arrangement. Former D&H PAs 16, 17, 18 and 19 went to NdeM's San Luis Potosi shop and in early 1979 were sent to the Ferrocarril del Pacifico for passenger service.

FCP didn't run the PAs as lead units because they had no place to display train indicator numbers. The PAs soon experienced mechanical breakdowns or were involved in wrecks, the worst being No.16, which was rolled over in a derailment. The 19 suffered an electrical cabinet fire that caused extensive damage to the cab. For over five years, all four PAs languished at the Empalme Shops in an official state of limbo. Efforts by various individuals to purchase the PAs and return them to the U.S. were unsuccessful. FCP Chief Mechanical Officer Cesar Romero realized the significance of the Alcos and persuaded his superiors in Mexico City to allocate monies for the rebuilding of one PA. In late 1987 the best of the hulks, No.19, was selected to be rebuilt at the Empalme Shops. Since it was not a high priority to the railroad, the unit underwent repairs as time permitted.

After years of exposure to the elements, the 19 required a complete overhaul from the wheels up. First, the carbody was stripped to the frame and the damaged or missing side panels were replaced. An Alco 251 prime mover was purchased and installed by mid-1988, and the unique A1A trucks were removed and rebuilt. Parts were also being scavenged from the other three PAs.

On January 20, 1989, Ferrocarril Nacionales de Mexico (successor to NdeM) finished the two-tone "Star Service" blue paint job on DH-19 (see page 2), so numbered because the original FCP books listed the PA as "DH-19." Current plans call for it to begin daily operation on the new Star Service passenger trains between Guadalajara and Nogales by spring 1989. Nogales, located on the U.S. border and only an hour's drive from Tuscon, may become the location of choice for railfans to photograph the last active PA—JOHN C. BENSON.

THE SACRAMENTO Fs During February 1989 the California Railroad Museum's Santa Fe F-units were in the Los Angeles area for filming of a company promotional video. F7A 347B and F3B 347C were repainted in their original Santa Fe warbonnet scheme in April 1988 (August '88 R&R) but are still mechanically inoperable. Automobile headlights and batteries were installed in the A unit to bring it to life for the cameras, and ten cars from the Santa Fe's Director's Fleet were coupled behind the Fs to simulate a classic *Super Chief* consist.

Two cameramen, one shooting from a helicopter, handled the filming at Pasadena on February 7 (page 2), at L.A.'s Hobart Yard on the 8th, and between Barstow and Cajon Pass on the 9th and 10th. Freight units kept out of camera range were used to shove the otherwise powerless passenger train through each video runby. On Saturday, February 11, the filming switched to coverage of Santa Fe's modern freight operations, wrapping up with additional work in Topeka, Kansas, on the 13th.

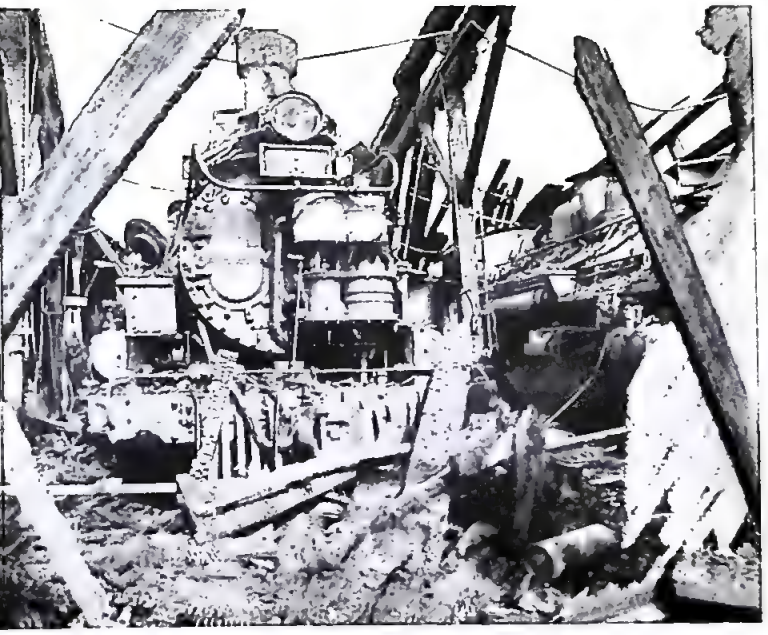
The theme of the video, scheduled for release to shippers and customers in March, is to show that the ride quality and onboard care that Santa Fe offers today for freight is equal to or better than that given to passengers who rode the *Super Chief*.

MARC F9PHs The CSX ex-B&O Riverside Shops in Baltimore, Maryland, turned out the first of five MARC F9PHs being rebuilt and renumbered there. MARC 81, formerly the 7181, was released in mid-January (see page 2), and will be followed by units 82-85 (ex-7182-7185). MARC's F9PHs were originally B&O F7s, and have 350-kilowatt generators for train heat and lighting. If the commuter line decides to rebuild its former-F9 Head End Power car 7100, will its new number be 00?

THE "EMPRESS" Canadian Pacific's one-of-a-kind RSD15m 8921 has had its high short hood chopped down (page 66). The "Empress of Agincourt" (Spring 1977 RAILFAN) earned its name from CP's Agincourt Yard in Toronto where for some two decades her regular assignment has been on transfer runs to the outlying yards at Lambton and Parkdale.

The 8921 was built by MLW in May 1957 with a 2400-horsepower 16-cylinder 251 engine. She wore paint and numbers for the CPR, CNR and Pacific Great Eastern during demonstration stints on those roads until purchased by CPR in September 1959. Her maroon & gray CPR scheme was replaced by the new red in the early 1970s. Interestingly, her recent nose job included repaint of only the cab and nose and didn't result in the loss of the now-endangered CP multimark logo on her long hood.

ALLEGANY CENTRAL Grand Opening time is getting close for Cumberland, Maryland's, Allegany Central Railroad, which is preparing to operate a steam tourist line from the former Western Maryland passenger station in Cumberland, 15.31 miles west to Frostburg, on the former WM main line. A turntable pit has been



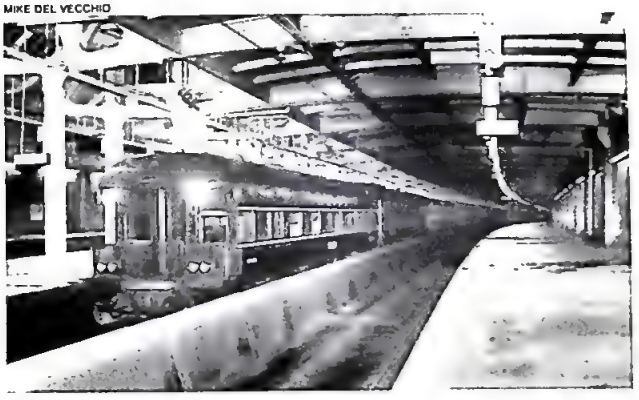
JOHN BETANCOURT

THE DURANGO ROUNDHOUSE FIRE that raged on February 10, 1989, damaged all six of the Durango & Silverton's serviceable locomotives and left the machine shop a shambles; D&SNG vows to rebuild.

TIM WILSON

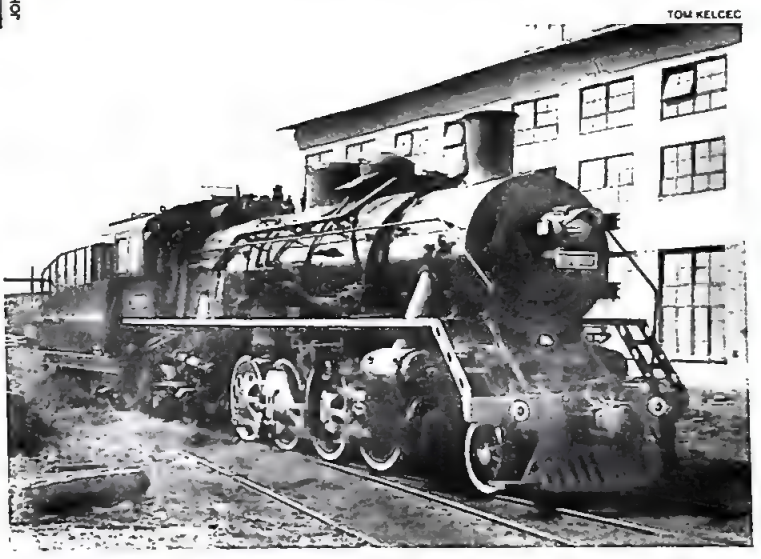
ALLEGANY CENTRAL 4-6-2 1238 left ex-WM station at Cumberland, Md., on February 7, 1989, with an excursion to Frostburg for the Governor's Conference for Economic Development. Operation begins in May.

MIKE DEL VECCHIO



CONRAIL'S RICHARD D. SANBORN died of an apparent heart attack on February 12, 1989. His casket and funeral party traveled to Boston in Conrail cars 1 and 100 with Amtrak's northbound *Night Owl* on the 16th, shown during its 2:33 a.m. stop at Newark, N.J.

TOM KELCEC



CHINESE STEAM IN THE U.S. will soon be a reality as the Valley Railroad in Essex, Connecticut, has placed an order for an SY-Class 2-8-2 similar to this brand new 1527, shown without her main rods at China's Tangshan Locomotive Works in March 1987. The "SY" in full Chinese livery should be in Essex by summer 1989.

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Railnews

THE DURANGO ROUNDHOUSE FIRE The Durango & Silverton's roundhouse and machine shop at Durango, Colorado, were burned virtually to the ground on February 10, 1989, by an early morning blaze which officials estimate produced temperatures of 3000 degrees at the structure's ceiling.

All six of the narrow gauge tourist line's serviceable steam locomotives (K28s 473, 476 and 478; K36s 480 and 481 and K37 497) were inside the 108-year-old roundhouse at the time, with the 473 and 480 (which was up on jacks) receiving the worst damage. For the most part, non-metal fittings above the running boards and the cab interiors sustained the most fire damage, while additional damage was caused by the collapsing roof timbers. The minimal heat-stress exhibited on most of the boiler jackets would seem to indicate little damage to the boilers themselves, though each engine will be carefully inspected. No other rolling stock was harmed, including the three inoperative locomotives that were stored outside. With the machine shop a total loss, however, the D&SNG has scant facilities and parts for rebuilding its engines, but they vow to have trains running by May 6. The machine shop alone would cost between $250,000 and $500,000 to restore.

Arson has been ruled out as the cause of the fire, which investigators say started in the machine shop. It is believed that sparks created by an employee working in the shop may have smoldered through the night or that the kiln used for hardening metal parts may have ignited some nearby flammable material.

CONRAIL'S RICHARD D. SANBORN Conrail's Chief Executive Officer Richard Dyer Sanborn, 52, died on February 12, 1989, of "an apparent heart attack" at his home in Baltimore, Maryland, less than six weeks after his appointment to the position. His 27-year railroad career included employment with the Atlantic Coast Line, Seaboard Coast Line and Louisville & Nashville. He was president and CEO of the Seaboard System, and immediately before coming to Conrail, he was president and CEO of CSX Distribution Services, Inc. He joined Conrail on March 1, 1988, as president and chief operating officer and succeeded retiring L. Stanley Crane as chief executive officer on January 1, 1989.

In a touching tribute, Conrail observation business cars No.1 and 100, the *Boston* (former N&W 100, *Pocahontas*), were added to Amtrak Train 66, the Washington to Boston *Night Owl*, to transport Sanborn's body back to his hometown of Sanbornville, N.H. Sanborn's "Funeral Train" was powered by AEM7s 946 and 933, passing through New York on February 16, 1989. Both cars were added in Baltimore, and the train traveled during the night unmarked—noticed by only a few.

The passing of Mr. Sanborn was particularly untimely for the railfan community, for he was an acknowledged steam enthusiast and NRHS member. Mr. Sanborn respectfully maintained a low profile until establishing his position at Conrail, but many of his former associates feel that he would have welcomed steam operators and may have initiated the long-rumored Conrail steam program. We will probably never know what he had in mind.

To temporarily fill Mr. Sanborn's position, long time board member Stanley E.G. Hillman was elected by the board of directors as acting chairman, president and chief executive officer. Hillman was CEO of the Illinois Central Gulf between 1976 and 1978, and then became a trustee for the Milwaukee Road in 1978 and 1979. Hillman was also involved in the search which resulted in the hiring of L. Stanley Crane and headed the effort which found Mr. Sanborn.

FORMER DELAWARE & HUDSON Over ten years have passed since the four remaining Alco PA diesels were sold to Diesels International and shipped to Mexico in October 1978 on a long term lease arrangement. Former D&H PAs 16, 17, 18 and 19 went to NdeM's San Luis Potosi shop and in early 1979 were sent to the Ferrocarril del Pacifico for passenger service.

FCP didn't run the PAs as lead units because they had no place to display train indicator numbers. The PAs soon experienced mechanical breakdowns or were involved in wrecks, the worst being No.16, which was rolled over in a derailment. The 19 suffered an electrical cabinet fire that caused extensive damage to the [illegible] years, all four PAs languished at the [illegible] state of limbo. Efforts by vari[illegible] and return them to the U.S. were unsuccessful. FCP Chief Mechanical Officer Cesar Romero realized the significance of the Alcos and persuaded his superiors in Mexico City to allocate monies for the rebuilding of one PA. In late 1987 the best of the hulks, No.19, was selected to be rebuilt at the Empalme Shops. Since it was not a high priority to the railroad, the unit underwent repairs as time permitted.

After years of exposure to the elements, the 19 required a complete overhaul from the wheels up. First, the carbody was stripped to the frame and the damaged or missing side panels were replaced. An Alco 251 prime mover was purchased and installed by mid-1988, and the unique A1A trucks were removed and rebuilt. Parts were also being scavenged from the other three PAs.

On January 20, 1989, Ferrocarril Nacionales de Mexico (successor to NdeM) finished the two-tone "Star Service" blue paint job on DH-19 (see page 2), so numbered because the original FCP books listed the PA as "DH-19." Current plans call for it to begin daily operation on the new Star Service passenger trains between Guadalajara and Nogales by spring 1989. Nogales, located on the U.S. border and only an hour's drive from Tuscon, may become the location of choice for railfans to photograph the last active PA—JOHN C. BENSON.

THE SACRAMENTO Fs During February 1989 the California Railroad Museum's Santa Fe F-units were in the Los Angeles area for filming of a company promotional video. F7A 347B and F3B 347C were repainted in their original Santa Fe warbonnet scheme in April 1988 (August '88 R&R) but are still mechanically inoperable. Automobile headlights and batteries were installed in the A unit to bring it to life for the cameras, and ten cars from the Santa Fe's Director's Fleet were coupled behind the Fs to simulate a classic *Super Chief* consist.

Two cameramen, one shooting from a helicopter, handled the filming at Pasadena on February 7 (page 2), at L.A.'s Hobart Yard on the 8th, and between Barstow and Cajon Pass on the 9th and 10th. Freight units kept out of camera range were used to shove the otherwise powerless passenger train through each video runby. On Saturday, February 11, the filming switched to coverage of Santa Fe's modern freight operations, wrapping up with additional work in Topeka, Kansas, on the 13th.

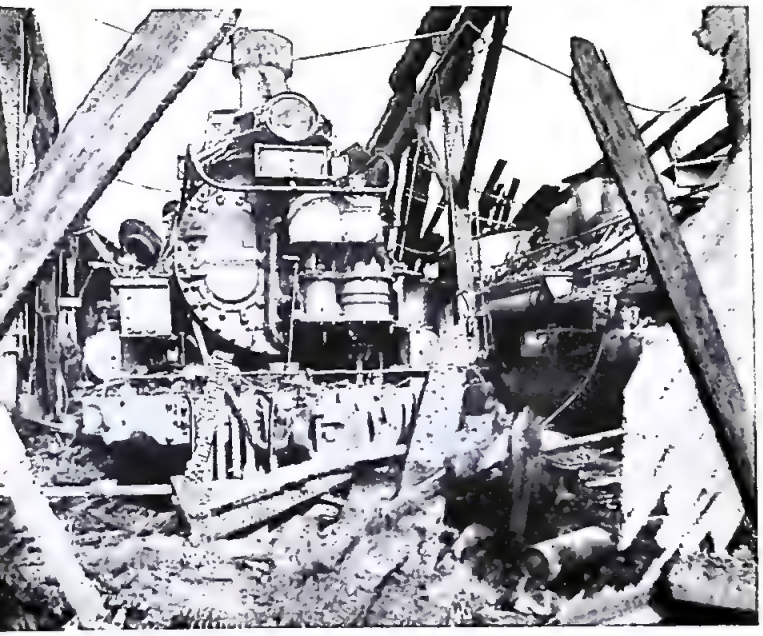
The theme of the video, scheduled for release to shippers and customers in March, is to show that the ride quality and onboard care that Santa Fe offers today for freight is equal to or better than that given to passengers who rode the *Super Chief*.

MARC F9PHs The CSX ex-B&O Riverside Shops in Baltimore, Maryland, turned out the first of five MARC F9PHs being rebuilt and renumbered there. MARC 81, formerly the 7181, was released in mid-January (see page 2), and will be followed by units 82-85 (ex-7182-7185). MARC's F9PHs were originally B&O F7s, and have 350-kilowatt generators for train heat and lighting. If the commuter line decides to rebuild its former-F9 Head End Power car 7100, will its new number be 00?

THE "EMPRESS" Canadian Pacific's one-of-a-kind RSD15m 8921 has had its high short hood chopped down (page 66). The "Empress of Agincourt" (Spring 1977 RAILFAN) earned its name from CP's Agincourt Yard in Toronto where for some two decades her regular assignment has been on transfer runs to the outlying yards at Lambton and Parkdale.

The 8921 was built by MLW in May 1957 with a 2400-horsepower 16-cylinder 251 engine. She wore paint and numbers for the CPR, CNR and Pacific Great Eastern during demonstration stints on those roads until purchased by CPR in September 1959. Her maroon & gray CPR scheme was replaced by the new red in the early 1970s. Interestingly, her recent nose job included repaint of only the cab and nose and didn't result in the loss of the now-endangered CP multimark logo on her long hood.

ALLEGANY CENTRAL Grand Opening time is getting close for Cumberland [illegible], Allegany Central Railroad, which is pre[illegible] tourist line from the former Western Mary[illegible] in Cumberland 15.31 miles west to Frost[illegible] WM [illegible] turntable pit has been



JOHN BETANCOURT

THE DURANGO ROUNDHOUSE FIRE that raged on February 10, 1989, damaged all six of the Durango & Silverton's serviceable locomotives and left the machine shop a shambles; D&SNG vows to rebuild.

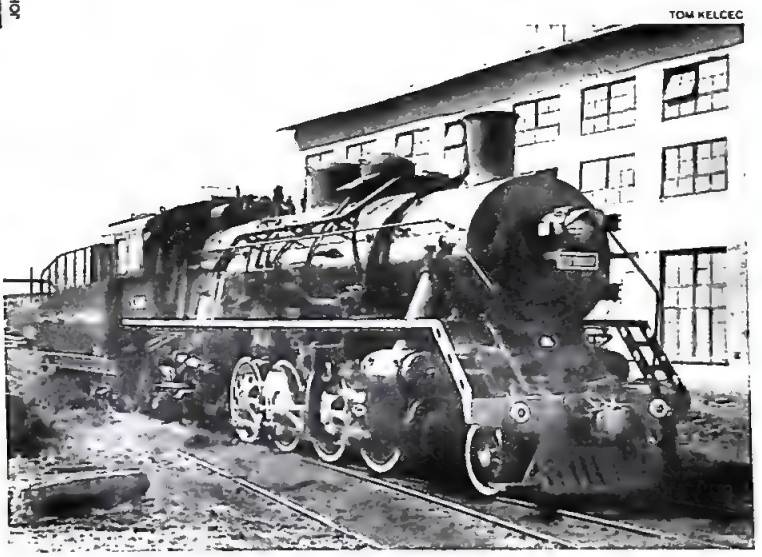
TIM WILSON

ALLEGANY CENTRAL 4-6-2 1238 left ex-WM station at Cumberland, Md., on February 7, 1989, with an excursion to Frostburg for the Governor's Conference for Economic Development. Operation begins in May.

MIKE DEL VECCHIO

CONRAIL'S RICHARD D. SANBORN died of an apparent heart attack on February 12, 1989. His casket and funeral party traveled to Boston in Conrail cars 1 and 100 with Amtrak's northbound *Night Owl* on the 16th, shown during its 2:33 a.m. stop at Newark, N.J.

TOM KELCEC



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Railnews

Works is one of four steam locomotive manufacturers in China. The Tangshan Locomotive & Rolling Stock Works produces more passenger cars than locomotives but currently manufactures better than 100 steam locomotives per year. Tangshan's only locomotive offering is the SY 2-8-2. They have a production schedule through the rest of 1989 and have no immediate plans to cease production of steam locomotives. The Harbin Forest Machine Works produces narrow gauge 0-8-0s, and the Shihchiachuang Heavy Machinery Works manufactures 0-8-0s in various narrow gauges. Neither of the narrow gauge manufacturers has stated publicly that they plan to cease steam locomotive production. Steam is waning in China, but it isn't dead yet.

AN MRL RUNAWAY At 4:35 a.m. on February 2, 1989, a runaway Burlington Northern train collided with a Montana Rail Link helper set in Helena, Montana, resulting in an explosion that overturned automobiles and knocked out power to 37,000 residents. A potentially toxic fire forced thousands to evacuate the area amid wind chills of minus 70 degrees. The MRL crew in charge of the run-through westbound BN freight had stopped near Austin siding on the east slope of Mullan Pass to swap their point helper with the road power because of a bad order cab heater on the lead unit. When the engines were uncoupled, the train began rolling east down the 2.2% grade, traveling some nine miles before crashing into an MRL helper set that was backing toward the Helena yard to tie onto a second westbound. A cloud of lethal fumes might have blanketed the city were it not for the firefighters who extinguished a blaze that was spreading toward a tank car leaking hydrogen peroxide. There were no immediate reports of injuries, and the line reopened February 4.

SANTA FE UNCOUPLES TP&W On February 3, 1989, Santa Fe Railway President John Swartz announced that the Peoria Subdivision, otherwise known as the Toledo, Peoria & Western Railroad, was sold to the TP&W Acquisition Corporation for an undisclosed amount. The transaction involved 281 miles of TP&W trackage between Logansport, Indiana, and Lomax, Illinois; trackage between East Peoria and Morton, Illinois; and intermodal facilities at Remington, Indiana, and East Peoria.

The TP&WA Corp. assumed operations of the railroad on February 3. The 11,000-member Railway Labor Executives' Association had threatened to strike systemwide in support of the Peoria Division's 200 employees when talk of the sale emerged in late 1987, but both the Santa Fe and TP&WA have promised jobs for all of the affected workers.

CARRY ON, SUZY Q A federal judge on February 9, 1989, approved an agreement that would extend the NYS&W's operation of the D&H for up to 18 additional months. Still pending approval by the ICC at press time, the agreement also asks for continued financial support for the Susquehanna from CSX; in return, CSX receives efficient service into the Northeast, where it can compete with Conrail. The NYS&W has been providing "directed service" since June 22, 1988, on the D&H, which went bankrupt under Guilford Transportation Industries.

Speaking of the Susquehanna, the January 15, 1989, edition of Amtrak's National Timetable now lists the NYS&W as one of the carriers whose trackage is used by the *Adirondack*. The route for which the D&H bought its PAs (now in Mexico) is operated with Amtrak Turboliners and is included under the Susquehanna's directed service operation of the D&H.

STRASBURG'S The two PRR steam engines owned by the Railroad Museum of Pennsylvania and operated by the Strasburg Rail Road won starring roles in a 60-second television commercial filmed for the Prudential Insurance Company. Shooting was done along the Strasburg on January 16, 1989, and in Harrisburg's state capitol complex and at Amtrak's 1887 PRR Harrisburg station (page 66) during January 17-19. The D16sb 4-4-0 1223 and E7s 4-4-2 7002 were positioned facing in opposite directions, and during filming were depicted pulling separate trains. The consist was made up of Strasburg's tuscan red ex-DL&W steel m.u. coaches, the Museum's PRR P70 coach 1006 and Strasburg's former-WM coach 200, the *London Run*.

The commercial used the trains in the recreation of a 1940s black & white movie depicting a young couple deciding on the spur of the moment to run off and get married, hopping aboard the departing train as they talk about their financial dreams. Three professional actors and about 65 extras were employed. The commercial went on the air in mid-February.

In other Strasburg news, ex-CN 2-6-0 No.89 is finally back in service (page 66). Purchased from the Green Mountain Railroad in June 1972, it had been undergoing overhaul for many years. The 89 was built in 1910 by the Canadian Locomotive Company for Grand Trunk Railway of Canada as No.1009 (later 911) and joined the CN roster through GTR's 1923 merger into CN, where it served until 1961. It then came to the U.S. when bought by the Edaville Corporation of North Walpole, New Hampshire—DAN CUPPER.

NO 70-SERIES FOR EMD As early as December 1988, various publications were reporting that EMD was developing a new 70-series line of C-C and B-B units, with SD75 and GP69 demonstrators to be built using a.c. traction motors and a 20-cylinder 710 prime mover in the SD75. In actuality, the 70-series never got beyond the discussion stage, and after further evaluation of the locomotive marketplace EMD has scrubbed the project altogether. Instead, it will continue its study of a.c. traction motors, which are capable of delivering more tractive effort to the wheels while still using 12- and 16-cylinder prime movers.

Toward that goal, EMD is conducting in-house tests at La Grange of a.c. systems applied to SD60 demonstrator EMD 3 and the pair of prototype F69PHs (page 2 and RAILNEWS, May 1988 R&R). The latter units, which are being built for Amtrak, feature Seimens a.c./d.c. conversion systems and three-phase a.c. traction motors. According to EMD, the F69PHs are the "first all-new locomotives to be built and operated in the United States" with such a system. The first F69PH is supposed to go to the Pueblo, Colorado, test track in May 1989; the second one will follow suit in June.

THE LAST TRIP Canadian Pacific operated its last Nakusp Wayfreight across Slocan Lake in southern British Columbia during December 19-21, 1988. GP9 8822 and a caboose made the run with a wedge plow on the point to buck any snow that had accumulated on the seldom-used northern half of the line. The train ran as an extra, riding north on the Slocan barge to Rosebery on Sunday, December 18, with two empty cars for the Nakusp log mill. On the 19th, a new crew was driven to Rosebery to run the train off the barge (page 4) and up the branch to Nakusp. On the 20th they returned south with the two loaded cars, picked up a pair of idler flatcars and tied up on the barge for the night. On the 21st, tugboat *Iris G* guided the barge south to Slocan City, where the regular Slocan Wayfreight was waiting to retrieve the GP9 and other rolling stock, bringing an end to 93 years of rail service to Rosebery and Nakusp (see "Slocan in September," May 1988 R&R). The Slocan barge was to have been removed from the lake by January.

While this final run was handled as an extra, the last "regular" run (for lack of a better term) of the Nakusp Wayfreight was made on October 6, 1988, to pick up a single load of logs, the car for which had been delivered for loading at least three months prior! Business certainly *was* sparse during the final years of Slocan Lake's waterborne railroad.

CONWAY SCENIC'S Ex-CN 0-6-0 7470 pulled a three-car "snow train" up the 3.25% grade to North Conway Station (page 4) for the first ever "Midwinter Steam in the Snow" special on the Conway Scenic Railroad on February 11, 1989. In addition to the usual railfans who were taking pictures along the route, a large crowd of tourists and local residents gathered to welcome the train as it arrived in North Conway in a recreation of the train which brought Hannes Scheider into town in 1938; Scheider was instrumental in drawing the ski resort industry to North Conway.

ROGERS PASS LINE IN SERVICE Trains are now running on Canadian Pacific's new 21.6-mile line over Rogers Pass in the Selkirk Mountains of British Columbia. On November 9, 1988, a work extra became the first official train movement over the line, departing Rogers with CP President Russell Allison, CP West Vice President Jim Bromley, Canadian Pacific Ltd. Director Donald Mathews and

JIM SHAUGHNESSY

CARRY ON, SUZY Q, is the message behind a federal judge's February 9, 1989, approval of an 18-month extension for NYS&W's operation of the D&H. That means more scenes like Amtrak's *Adirondack* (above), officially on the Susquehanna, sliding past NYS&W and D&H power at Mohawk Yard near Schenectady, N.Y., on January 28.

KYLE BAEHM

AN MRL RUNAWAY smashed into helper units at Helena, Montana, on February 2, 1989, resulting in a destructive explosion and the evacuation of local residents amid minus 70 degree temperatures. By the 4th, crews had cleared the derailment site, and run-through BN traffic like Train 91 (above) began to roll once again. An attempted engine swap on Mullan Pass led to the runaway's nine-mile race down the 2.2% east slope of the Continental Divide.

UNION PACIFIC began leasing ten Wisconsin Central SD45s in January 1989. They were overhauled and freshly painted before delivery to the UP, so WC 8939 is looking every bit as good as UP DASH 8-40C 9292 (below) as the pair work at North Platte on January 23.

GEORGE COCKLE

other officials onboard. After passing through the 1.1-mile Mount Shaughnessy Tunnel and 9.1-mile Mount Macdonald Tunnel, the train stopped at the new line's completion site, where at 12:33 p.m., the last Pandrol rail clip was driven by Mr. Allison. The clip has since been placed in the CP corporate archives in Montreal as an historic artifact.

Eastbound trains still use the previous route, now called the "Connaught Track," over Stoney Creek Viaduct and through the 4.9-mile Connaught Tunnel between Fraine (west of Rogers) and Ross Peak, but its 2.4% grade no longer hosts CP's famous six-unit pusher sets. The new line between Fraine and Ross Peak, called the "Macdonald Track," features a 1.0% grade and a lower summit over the Selkirks as Mount Macdonald Tunnel passes *underneath* the Connaught Tunnel, thereby alleviating the need for pushers. The Macdonald Track sees the majority of westbound traffic, but both lines are CTC signalled for operation in either direction. The CP has scheduled a formal line-completion ceremony to take place in May 1989 as part of the 107th annual meeting of Canadian Pacific Ltd.

UNION PACIFIC Ten Wisconsin Central SD45s are being leased by the mighty Union Pacific (April '89 R&R, page 28). The units are former-N&W 1701, 1718, 1724, 1744, 1745 and 1746; former-SP 8939, 8993 and 9093, and BN 6548. All were overhauled and painted in WC livery before delivery to the UP in January.

DELTA SOUTHERN That new railroad with the handsome gray CF7 shown on page 2 of the February '89 issue began operation on January 16, 1989, from McGehee, Arkansas, to Tallulah, Louisiana. Current operations call for leaving McGehee on Monday and returning Friday. A second unit is kept at Talla Bena to work the port. The Delta Southern bought the entire 155-mile-long Lake Providence Branch from the Union Pacific (former Missouri Pacific) from McGehee to Ferriday, Louisiana, but will only operate the 90 miles north of Tallulah for now. The line was originally built by the Memphis, Helena & Louisiana Railway in 1903. It is also the route of the former MP *Delta Eagle*. However, for the past few years track speeds have been 10 m.p.h. or less. Conditions are poor, with both of the last two UP locals experiencing some form of derailments.

The line's traffic is mainly agricultural, but the port of Talla Bena also provides coal and fuel oils to move. The states of Arkansas and Louisiana are providing funding for track rehab. Also, the new Port of Yellow Bend on the Mississippi River will provide additional revenue—BARTON JENNINGS.

SO LONG, CAPE COD & HYANNIS Due to a "significant budget deficit" in Massachusetts, the state-subsidized Cape Cod & Hyannis Railroad passenger service has been forced to shut down. All of their equipment is for sale, and all operating employees were laid off effective March 1, 1989. The CC&H was started by Mark Snider in 1981. It operated daily passenger trains in season between greater Boston and Cap Cod over the Bay Colony Railroad and recently expanded its service to Buzzards Bay. The CC&H required a $4.1 million state subsidy to operate. It owned six GP9s (former-NH, GN, NP and SP), ten passenger cars (former-CN, CNJ and PRR), and leased at least one other GP9 and 23 passenger cars from MBTA.

The freight-operating Bay Colony is losing its passenger-hauling tenant but is otherwise unaffected. The future of Amtrak's state-subsidized summer-season *Cape Codder* is still in question.

The restoration of the 587.

Indy's Nickel Plate Mikado

by Jay Williams

"That's her! Whistle sounds like a Big Four Mike . . .".

Perhaps. Former Nickel Plate Road 2-8-2 587 was calling for Sumner Avenue in Indianapolis. The time: 9:30 in the evening of an autumn 1988 Saturday.

To speculate about whistle tones and their heritage is one of many pleasant by-products of hours spent laboring in a muggy hot machine shop for four years. Few tasks ultimately reward you with a rapid fire exhaust bouncing off the buildings of downtown Anderson on a clear 40° night with nine cars of excursionists.

Back in 1984 such a scene seemed remote indeed. As the former-Lake Erie & Western Mikado was eased out of Broad Ripple Park in Indianapolis that spring, none of us (CMO Cliff Hadlock, Mike Mettert, Harold Stark, Rick Strong, Ed Sargent, Charlie Lupinek, Gary Battinich, Andre DiCalonne, et al) could be fully aware of the secrets NKP 587 had in store for us. In spite of a ship-shape outward appearance, they were there: "pitted" steam delivery pipes and cylinders, a corroded tender coal deck and stoker trough . . . the list was long.

The 587 is an interesting engine. She is a USRA Light 2-8-2 built by Baldwin in 1918 (b/n 49683) for the government and assigned to the Lake Erie & Western as the 5541. The 15 H6a Mikes (5540-5554) were the biggest engines ever owned by the the LE&W, which ran from Sandusky, Ohio, to Peoria, Illinois. From 1900 to 1922 the LE&W was under the control of the New York Central, but it was merged into the Nickel Plate in 1924, and the 5541 was reclassed H6o and renumbered 587 in the spring of that year. Originally equipped with the standard 10,000 gallon/16-ton USRA tender, in the 1930s the 587 got a larger NKP "16RA" tender (16,500 gallons/19 tons) with a six-wheel truck under the coal bunker and a four-wheel truck under the cistern.

The 587 wrapped up her working life in the summer of 1955 with that 16RA tender. At that same time H6e Mikado 639 was in the shop with a bad stoker gearbox on her big "Berkshire" tender. Rather than fix the 639's stoker, they simply swapped tenders, putting 587's good one on the 639 and sending the 587 into retirement with 639's bad order tank. That "22RA" tender off the 639, incidentally, was a part of the Lima extra order for 25 delivered to NKP in 1934, and at 20 tons and 22,000 gallons holds two tons less coal than the standard 22-ton Berkshire tenders.

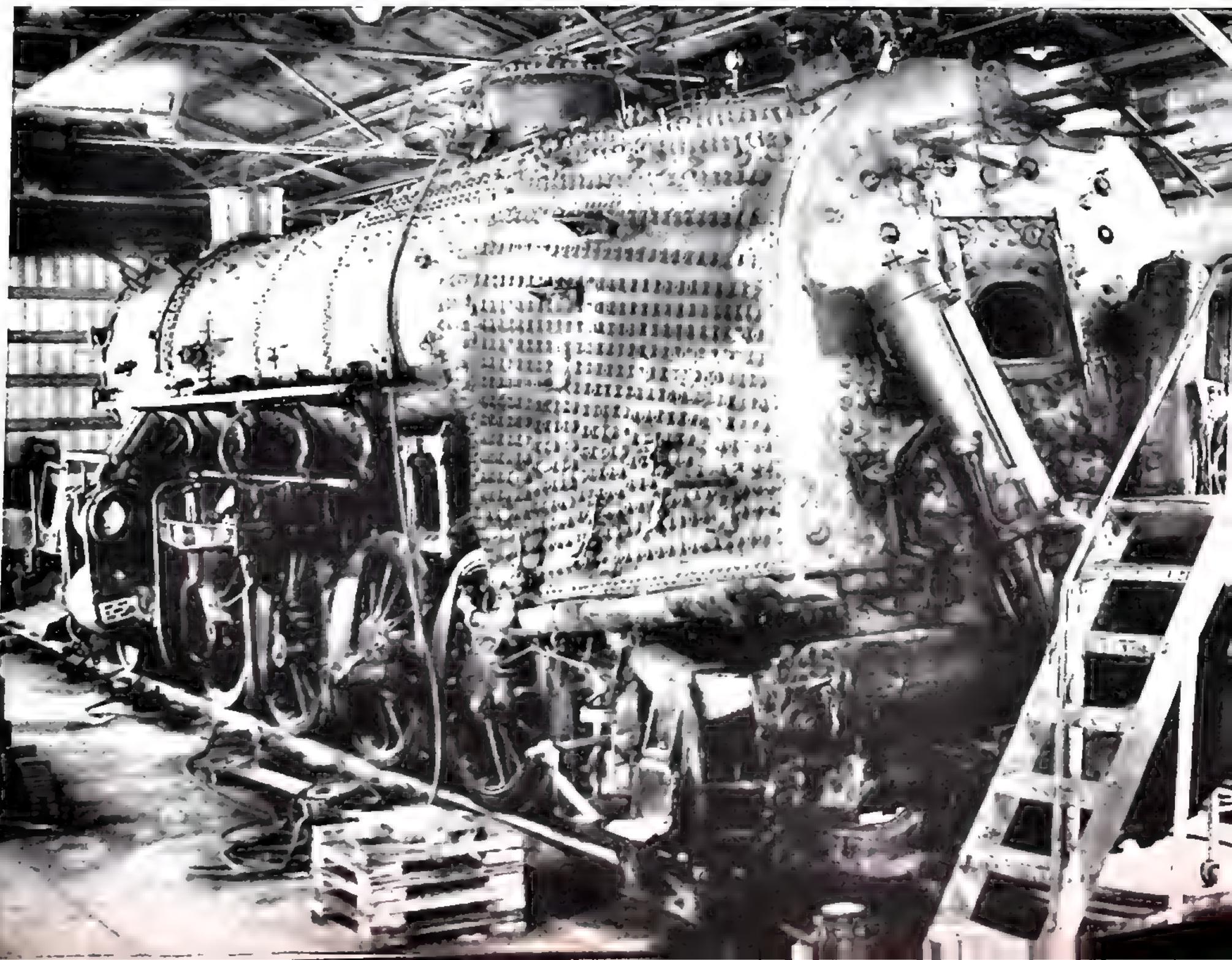
The 587 was donated by the railroad to the City of Indianapolis on September 7, 1955, and placed on display in Broad Ripple Park. The 639 steamed on for two more years, making her last run into Bellevue in August 1957. On September 3, 1959, the 639 was donated to the City of Bloomington, Illinois, and is displayed there to this day with 587's 16RA tender.

In today's environment of difficult water supply and no coaling towers is the Indianapolis crew happy to have that bigger tender instead of the "correct" 16RA?

"You'd better believe it!"

The "Friends of 587" crew began

TWO PHOTOS: JIM VAWTOR



CONRAIL'S "CABOOSE SHOP" in the Beech Grove complex was home for the 587 restoration. In December 1984 Mike Mettert, Pete Raebel and Paul Neal (l to r) were working on the flues. By January 1986 (left) boiler work was nearing completion.

stripping the 587 and separated the tank from the locomotive during the last week of April 1984. The work site was in a surplus Conrail building known as the Caboose Shop located adjacent to the Amtrak Beech Grove (Indiana) Maintenance Facility. The committee leased this structure knowing that a heating system had to be installed and that the shop needed to be winterized. Five months of restoration time was spent on this and other building maintenance.

As work progressed, volunteers appeared, such as the six steam fitters from Detroit Diesel Allison's Plant 5 who helped retube the boiler. There was also an occasional lawyer, railroaders, a dentist and an oil refinery owner. The volunteers each gravitated to a particular sub-project, such as cab relining: Sarge and Robby; cylinder boring and gauges: Harold Stark; electrical and millrighting: Mike Mettert; art work: Frank Vietor; rough and finish machine work: Cliff Hadlock; surface cleaning and prep and superheater rehab: yours truly. Over 18,000 man-hours were spent on 587's return to service.

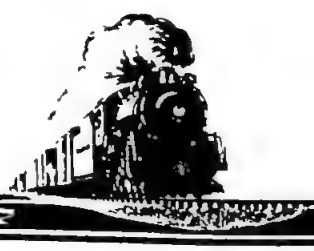
Many obstacles loomed to slow or threaten to stop work on the Baldwin. Little things like finding proper weld rod to fill the pits in the cylinders and steam pipes, the discovery of a ruined draft gear and coupler pocket on the crew car or a never-ending number of staybolt sleeves to replace. Tenacity and patience, use of the Chicago Serenity Prayer and generous support and cooperation on behalf of Indy's citizens and corporations pulled us past potential roadblocks. Fundraising projects grossed over $110,000 during the project; committee members took the time (six months) to put together a fundraising program and marketing concept, the "587 club." When work commenced on the 587, some $10,000 had already been raised.

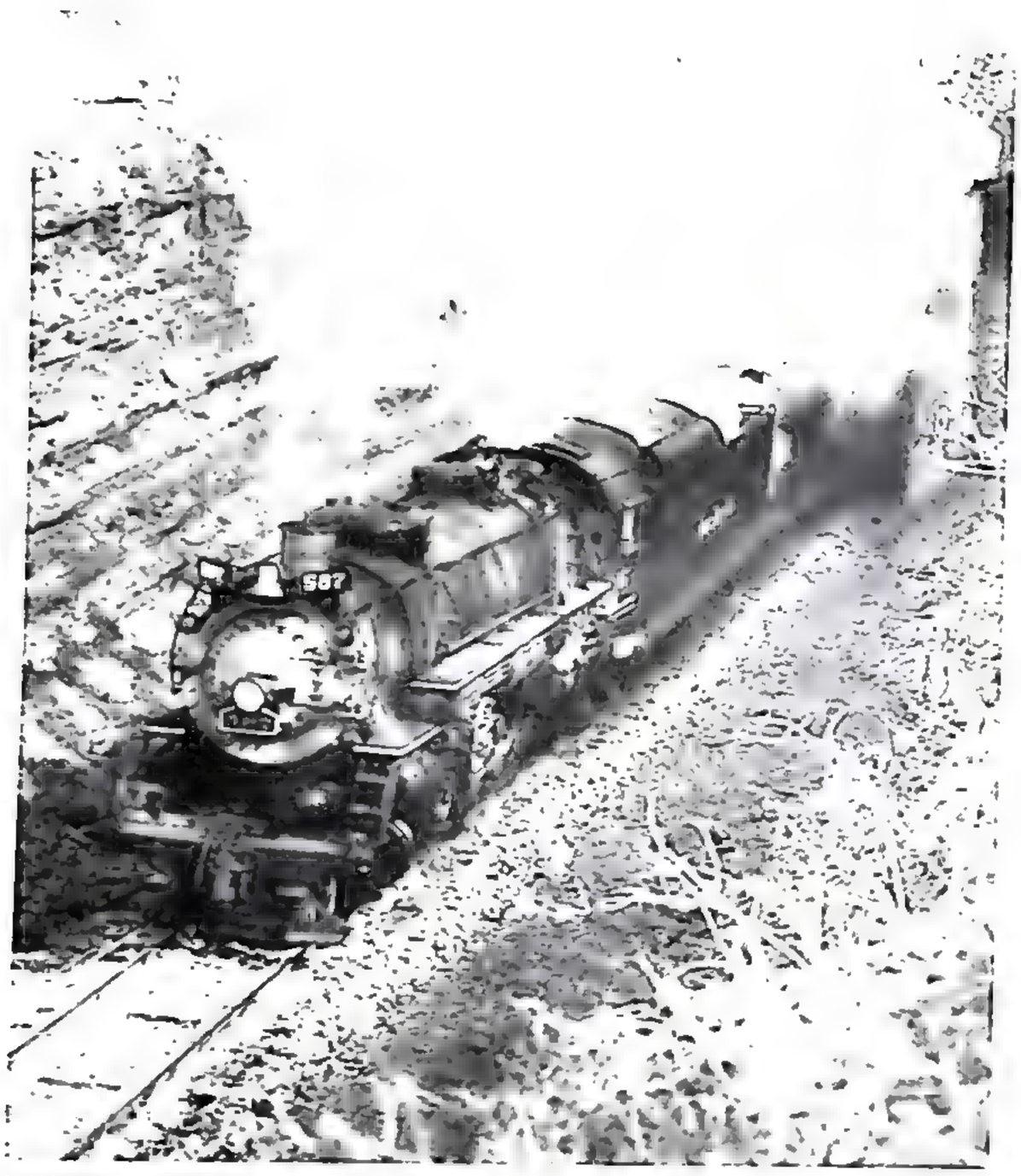
By February 1987, Cliff Hadlock and his team had completed needed replacements of staybolt caps and sleeves, Sarge and crew had reinstalled the cab shell on the backhead and FRA Inspector Pete Domeri gave volunteers the okay to reassemble 587 after a successful hydro. Over two years and $15,000 had been spent on 587's boiler, firebox and superheaters alone.

With the crew averaging seven workers, the locomotive was quickly reassembled. Owens-Corning "Kaylo" calcium-silicate bricks were used for lagging. Bob Elliot, Gary Battinich and Cliff Hadlock measured, cut and rolled 14-gauge sheet metal for a new jacket. Meanwhile, Harold Stark repaired, riveted and reassembled a new stoker trough and coal case floor in the tender. Mike Mettert rewired the tender, cab and locomotive; laid lag bricks and aided in cleaning and rehanging wedges, shoes and binders. Sarge and Robby cut and installed new wood lining in 587's cab. Charlie Lupinek and ASME code certified welder R. DeCalonne handled the myriad welding projects such as repairing pit damage in the cylinders, crossheads, steam pipes and staybolt sleeves.

Many volunteers came and went, but their time and talents were invaluable for cleaning, painting and "grunt" work. Anything on 587 which appeared worn and/or corroded was overhauled or replaced. Hadlock improved the lubrication system by installing oil cups on both left and right journals of the Cole trailing truck. All original oil lines were replaced, and new lubricators were installed above the cylinder valve chambers. The main axle Hennessys were reworked, and all journals were machined and polished.

By June 1988 all boiler jacketing was up; the crew had installed reconditioned valve spools, pistons, rings and packing; the sand dome and piping was hung, and the front end work was completed. A couple finish coats of P&L "Enflex" gleamed on the boiler jacket. All eight sets of shoes and wedges were





PHOTOGRAPHY JAY WILLIAMS

FRESH FROM OVERHAUL, the 587 made her first run on August 31, 1988, from Beech Grove (below) to the Indiana Rail Road's yard with a "mighty proud" Ed Sargent at the throttle. On September 10 she backed across the intersection of West and Raymond (right) en route to the Indiana R.R. again. On October 29 she rolled across Tulip Creek Viaduct (above) with a football special and on the 31st was seen exiting Unionville Tunnel (left) en route to Bloomington on the Indiana R.R.

on and the binders rehung. Outside, the ex-Pennsy crew car had received tight-lock couplers, truck work, roof work, new flooring and siding where needed and reconditioned window frames and safety glass. The car's exterior had been prepped and primed.

However, two unexpected factors entered the situation: the '88 drought and heat wave and a notice from Amtrak of lease termination effective September 1, 1988. Amtrak now owned the 587 property and work site; its stores department was being forced to seek new floor space because of the expanding diesel shop's needs in the old erecting machine shop. Volunteers were forced to work between 11:00 p.m. and dawn or not work at all, to avoid the intense heat and humidity under the metal building during the day.

Undaunted, Hadlock, Mettert, Stark and a few others continued assembling the 587 in "cool" 85° nocturnal weather. At least two nights a week, Rick Strong, a Conrail pipefitter, worked on 587's piping after marking off at Avon. Elliot and Battinich came over after their Second Trick jobs. The final week evolved into 24-hour days as the crew scrambled to hang rods; install firebrick; couple the now-loaded tender to the locomotive; paint, clean and secure the crew car; test air lines; stop a leak here, tighten a union there . . .

About 7:30 on the morning of August 29, 1988, I drove to the site to check what needed to be done. Approaching the Caboose Shop, I spotted clouds of smoke wafting over the far end of the building. Holy Smoke! Hadlock's firing her up! Sure enough, there she was, paint glistening under the late summer sun, smoke curling from her stack, rods down and polished.

That afternoon, the crew used the Conrail spur for 587's break-in stretch. We all took turns riding the cab and firing while Hadlock or Sargent ran the Government engine back and forth. Lots of Amtrak men received a primer lesson in why all those shops were there in the first place. FRA Inspector Domeri, grinning, took more pictures than any of us.

The Friends of 587 had themselves an FRA-inspected operational locomotive.

August 31st was brilliantly clear and sunny. The day before, the engine crew had attended to a few adjustments, continued cleaning and loading the crew car and made ready for visits from the media. According to a Beech Grove employee, we "kinda started it up and drove it outta there. There weren't no problems."

Indeed.

The 587 ran to the Indiana State House for display on September 3 and later that day made a 60-mile round trip with the crew car to Morgantown on the Indiana Rail Road. On September 10 she made her official break-in run with 20 loaded hoppers to the Indiana Power & Light Homer Stout facility in Indianapolis on the INRD. The following weekend the 587 made her first public passenger runs with two 160-mile round trips to Logansport over Conrail's ex-PRR Frankfort Secondary sponsored jointly by the Indiana Transportation Museum and the Friends of 587.

The Mike spent the winter of 1988-89 in secure indoor storage in Indianapolis. Her first scheduled outing for 1989 is a pair of trips to Bloomington on the Indiana Rail Road on April 29-30.

Canadian

The story of CPR's International of Maine Division: Part One.

by Bruce Owen Nett

PHOTOGRAPHY JIM SHAUGHNESSY EXCEPT AS NOTED

Pacific's Maine Line

It happened in Craigellachie, British Columbia, on a winter's day in 1885: the driving of the final spike on Canada's first transcontinental railroad, the Canadian Pacific, connecting eastern Canada with British Columbia and the Pacific. It was touted as being the one step that united all of Canada.

But was it?

Not quite, for the Canadian Pacific still had a way to go before it could truly be a transcontinental railroad even though it had gobbled up several short lines, pushing its tracks into Toronto and Montreal. Upon reaching Montreal, CPR could claim it now had a connection between the Atlantic and Pacific Oceans, by means of the St. Lawrence River. But there was a problem. Although the CPR would, shortly, become famous for its connecting fleet of ships that sailed outward from Montreal to many parts of the Atlantic, there were many months of the year when ice caused the mighty river to be shut down to ship traffic. If CPR was to be a transcontinental railroad serving both coasts, then it had to do so on a year-around basis.

Canadian Pacific officials soon had their eyes on the port of Saint John, New Brunswick, and its all-weather harbor. There were several short line railroads running eastward from Montreal in the general direction of Saint John, but they were not necessarily connected. The CPR began buying existing railroads and building the missing sections.

The present CPR route between Montreal and Sherbrooke, Quebec, was in place in 1887 as the result of the purchase of two existing railroads and the relocating of some trackage. The new route actually continued on a few miles to Lennoxville, a suburb of Sherbrooke. The next section eastward acquired by CPR was a line built by the International Railway Company between Lennoxville and Megantic, Que., completed in 1879. The name of the company clearly indicates that the management had a trans-border route into Maine in mind, for in 1883 an extension was constructed between Megantic and Boundary, the actual mountain-top border between Quebec and Maine. Although the line was completed in 1885, it was not put into operation at that time.

An American subsidiary of the International Railway, the International Railway of Maine, completed an onward section of the route between Boundary and Holeb, Maine, in 1886, but, again, it was not operated immediately. Early the next year, however, the same company, now controlled by CPR, began construction of the last link required to connect Montreal and Saint John. This was the 129-mile stretch between Holeb and Mattawamkeag, Maine. With certain exceptions, the section was completed by December 1888. One of the hold-ups was the need to build two major trestles, one at Wilson Stream near Greenville and the other at Ship Stream at Onawa. Both structures, however, were in place by the end of December of that year.

Construction of the Maine trackage was actually performed on several widely-separated fronts. Arrangements were made to ship five locomotives and crews to Maine points by means of connecting railroads with the Bangor & Piscataquis (later to become the Bangor & Aroostook) delivering them to Greenville and Brownville Junction on the existing B&P lines. Elmer Ames was the engineman on the first Canadian Pacific locomotives to arrive in Brownville Junction.

Train service actually started even before the line was completed. A mixed train went into operation between Megantic and Greenville Junction in mid-September 1888. The last section to be completed was a small gap at Packard Brook, about twelve miles east of Brownville Junction. With no fanfare, the last rail was laid at Packard Brook early in the morning of December 10th, and the Short Line was completed (March '89 MARKERS). The official opening of the line took place on June 2, 1889.

While the Canadian Pacific had purchased the smaller railroads in Quebec during its eastward expansion, the entire route was not a completely-CPR property upon its opening—and would not be for 86 more years! The line between Mattawamkeag and the international boundary at Vanceboro, Maine, had been built by the European & North American Railway of Maine, which had been leased to the Maine Central in 1882 and sold outright in 1955. This section was purchased by the Canadian Pacific in 1974.

The line from Vanceboro to Saint John was operated by several owners over the years. Originally opened in 1869 as an extension of the E&NA of New Brunswick, the line was jointly operated with the Maine company of the same name. When problems arose due to non-payment of bond interest between 1872 and 1875, the Canadian section became the Saint John & Maine Railway Company in 1883 and then the CPR in 1890.

With the completion of the Short Line, the Canadian Pacific had what it wanted: an all-weather gateway to the Atlantic Ocean. Leasing of the E&NA of New Brunswick gave CPR, starting in 1890, a leading position in western New Brunswick railroading. McAdam became a very busy junction point just over the Maine border with trains going seemingly in all directions. A branch turned north from McAdam to serve the Saint John Valley region of western New Brunswick, and to the south lines ran to St. Stephen and the plush watering hole at St. Andrews.

In a recent development, paper traffic is now received from Guilford's Springfield Terminal (Maine Central) from a large paper mill in Woodland, Maine, just across the Canadian border. The closing of the MEC Calais branch to Bangor isolated the Woodland mill, and outbound paper traffic is now routed via CPR to McAdam and back into Maine to the ST at Mattawamkeag for forwarding to other Guilford connections or CPR destinations. (Incidentally, while it is proper to abbreviate the "Saint" in St. Stephen or St. Andrews, the folks in Saint John are adamant about fully spelling out their name to avoid confusion with St. John's, Newfoundland.)

From the start, CPR passenger trains went beyond Saint John to Halifax over the tracks of the Intercolonial Railway. A recently-discovered timetable from 1893 shows trains operating under the

APRIL 8, 1955, finds the Canadian Pacific's Megantic-bound "Scoot" mixed train departing Brownville West behind G2d 4-6-2 2584 while 4-6-0 1075 works the yard.

BRUCE GREENNETT

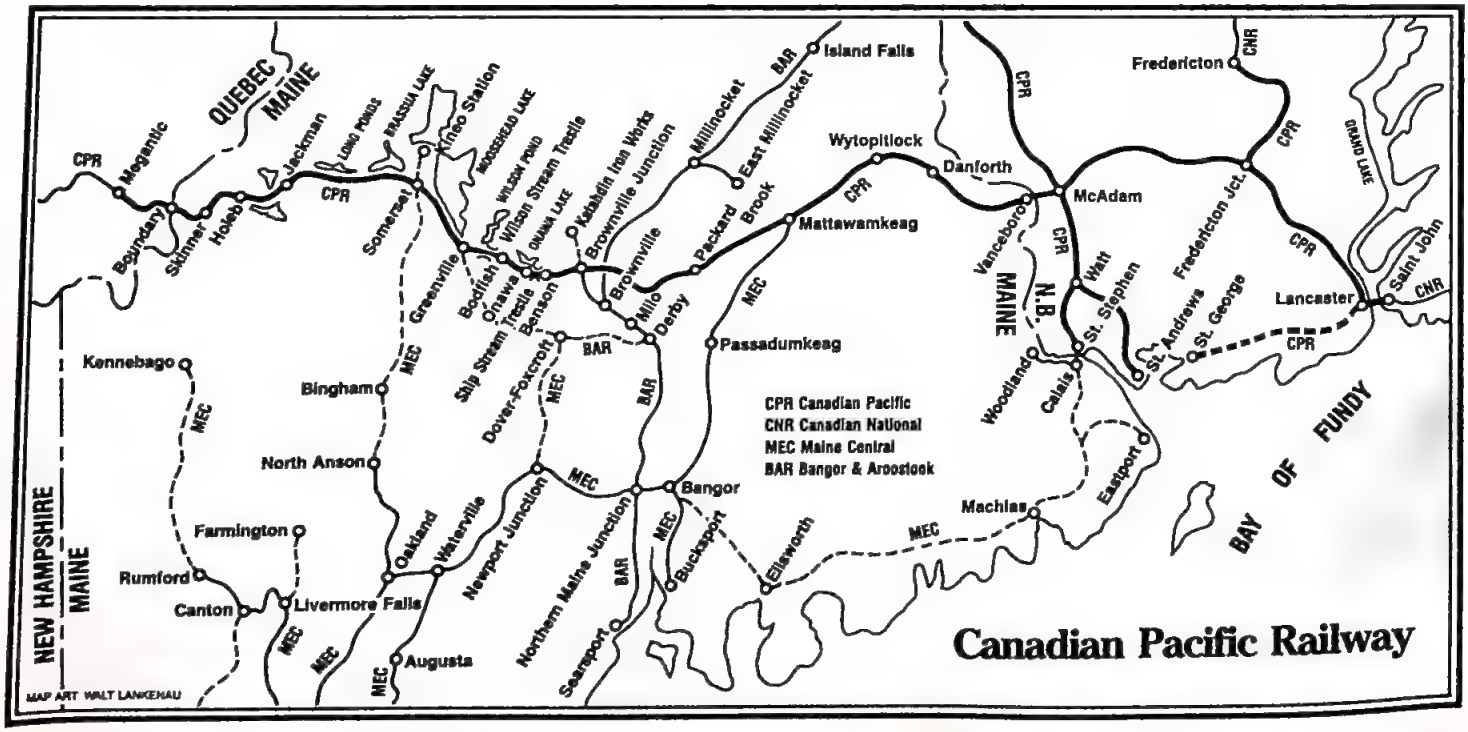
CLASS G2d PACIFIC 2583 rolls the eastbound "Scoot" mixed into the depot at Onawa, Maine, in 1951. This train was a lifeline into the rugged, remote region.

names *Eastern Express* and *Western Express* between Montreal and Halifax. In 1897, however, the Canadian Minister of Railways terminated the run-through, as he was reportedly unhappy to have the privately-owned Canadian Pacific taking traffic away from the government-owned Intercolonial (which since 1918 has been part of the Canadian National). The same timetable also shows the *Yankee* running in both directions between Halifax and Boston over tracks of the Intercolonial, Canadian Pacific, Maine Central and Boston & Maine. This train later became the *Gull* and operated until the middle of this century.

Now, 100 years since the last rail at Packard Brook, CPR's Short Line is still in place and is still the railroad's only connection between Montreal and the Atlantic. Canadian Pacific's association with the state of Maine, however, predates the laying of the first Stateside rails. In March 1881, the fledgling CPR hired a young Englishman, 30-year-old Kennet W. Blackwell, as its first headquarters-based mechanical superintendent, and before the year was out the company had placed its first order for new locomotives: six passenger 4-4-0s from the Portland Company in Portland, Maine. Prior commitments prevented immediate delivery, and Blackwell had to shop around for some used equipment. The new Portland locomotives arrived on CPR property in August 1881. Though numbered from 1 through 6, they were the 39th through 44th engines bearing the Canadian Pacific name.

Developing the Maine line

The entry of CPR into Maine was well received and immediately opened up a vast region of the dense woods to the lumber industry. Very quickly lumbermen took advantage of the new railroad into the virgin forest areas previously unavailable to them. The CPR grabbed at the new business potential by putting in stations and sidings to serve the woods industry. Soon small communities sprouted up around stations and water towers at Holeb, Skinner and Lowelltown, to name just a few. With the exception of railway station and track crews, these communities were made up exclusively of people and services di-



CANADIAN PACIFIC RAILWAY

COLLECTION OF JAMES CRANDELL

THE GRADE up to Boundary is quite evident in the angle of the level platform at Lowelltown, circa 1900; those are the "points" of a stub switch in the foreground. Engine 360 was used on the first through train from Megantic to Saint John.

rectly related to the woods industry.

The CPR was the exclusive means of transportation into the region; there were no roads anywhere to be seen. Even today there is only an 18-mile dirt road extending in as far as Holeb.

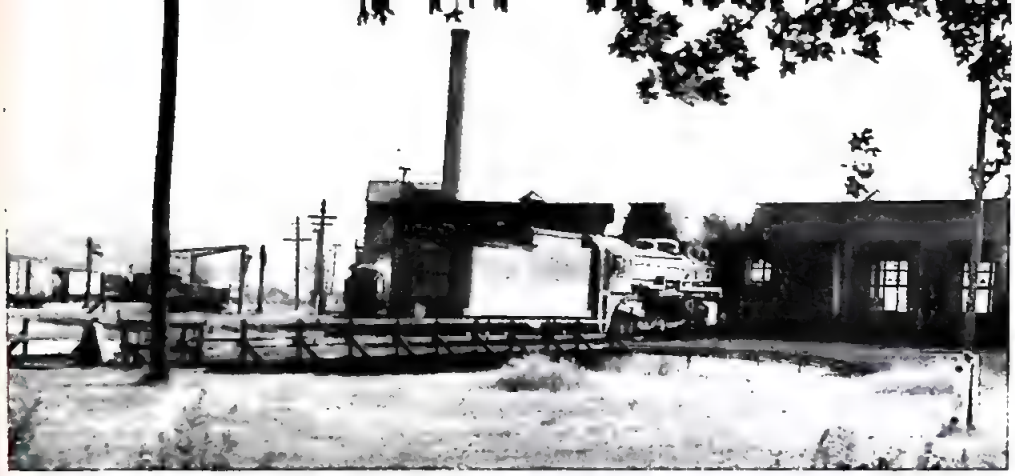
Canadian Pacific trains took all of the cut lumber out of the region and brought in everything and everybody involved. One heavy inbound commodity on almost every train was hay for the dining pleasure of the horses which were the only other form of ground transport available.

At Greenville a connection was made for freight and passenger interchange with the Bangor & Piscataquis (Bangor & Aroostook) which had reached the Moosehead Lake area earlier in the eighties with its line up from Derby through Dover-Foxcroft (this line was abandoned in the early 1960s). A 1907 BAR timetable shows connections with CPR to Sherbrooke and Montreal and to Quebec City via the Quebec Central. In addition to being a very popular tourist destination, the Greenville area played an important part in the woods industry with large lumber mills which counted on the two railroads for both inbound and outbound shipments.

Brownville Junction was to be the key station on CPR's Short Line, and it still is. When the railroad first entered the community it was just a small wilderness area known locally as Henderson, named after a surveyor sent in to lay out the streets and buildings, many of which sprang up overnight.

Canadian Pacific was not the first railroad to make an appearance in Henderson. The Bangor & Katahdin Iron Works Railroad had previously opened a spur line from a connection with the Bangor & Piscataquis at Milo to the site of an iron works eight miles north of Henderson. Both of these railroads eventually became part of the BAR. Over the years there has been a continual interchange of traffic at Brownville Junction between the BAR and CPR, and this continues today. An average of 35 cars of paper and wood products are brought into the Brownville Junction yard each night by the BAR. Many of these cars are destined to re-enter the United States in the Midwest.

Brownville Junction has always been the hub of the CPR in Maine. Until 1957 the line between Megantic and eastern Maine was the Brownville Division, with the Moosehead Subdivision between Megantic and Brownville and the Mattawamkeag Sub from Brownville east. As a division point, Brown-



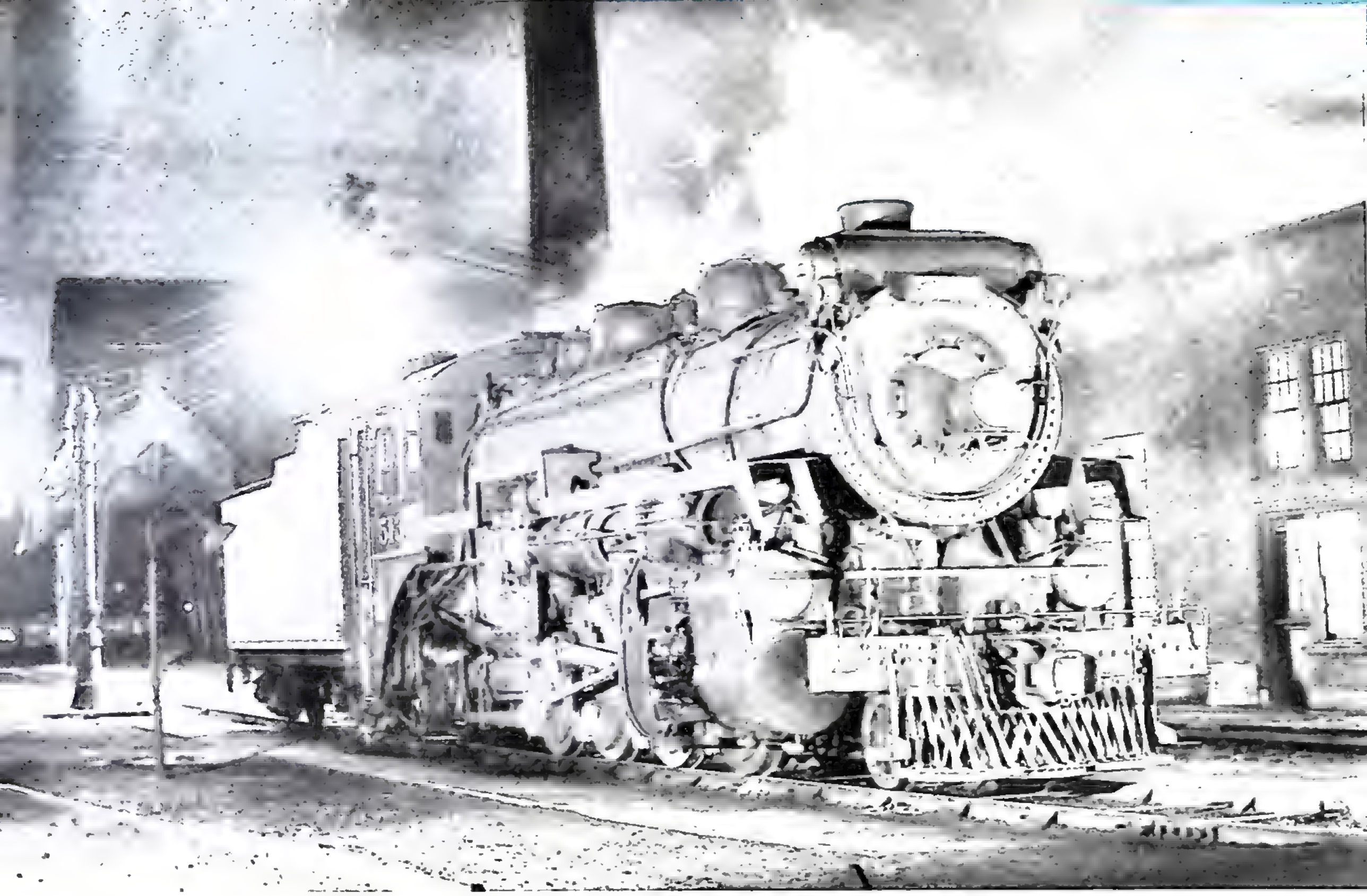
BROWNVILLE JUNCTION has always been the heart of the CPR in Maine. The big roundhouse is shown here on September 7, 1955. P1e Mikado 5137 (right) was simmering in the night of April 8, 1955. The 5137 was doubleheaded with P1d 5118 (below) crossing the bridge at Brownville East with a train for McAdam on April 10, 1955.

ville became a busy place. Shop buildings and a 17-stall roundhouse were in use along with numerous yard tracks. In the early days, the Bangor & Aroostook tracks crossed the CPR main just west of the present station and continued north to the Katahdin Iron Works. The present BAR line is the butt end of a wye with the east leg coming into the Brownville Junction yard and the west leg connecting with the CPR main line.

Dispatchers were on duty at Brownville Junction around the clock handling all traffic between Saint John and Megantic. By the time of the purchase of the Maine Central route between Mattawamkeag and Vanceboro in 1974, all CPR traffic was under control of dispatchers in Saint John, the Brownville Division having become the Saint John Division in 1957.

As is the case today, crews based at Brownville (there were upwards of 300 of them during the peak traffic period of World War II), ran both eastward and westward. While motive power used today operates straight through between Montreal and Saint John (with units occasionally being cut off at Brownville or McAdam), in the steam days things were quite different, as Brownville Junction was a change-of-tonnage point. Because of grades, trains on the Moosehead Sub (west) were shorter than those on the Mattawamkeag Sub (east). Typical freight engines used on the Moosehead Sub from the mid-1940s through the late 1950s were Class P1 (5100-5200 series) Light Mikados and Class P2 (5300-5400 series) Heavy Mikes. Freights between Brownville and McAdam usually got doubleheaded G2 Light Pacifics (2500-2600 series). The G2s were also used on mixeds, while Class G3 Heavy Pacifics (2300-2400 series) handled the passenger assignments over the entire line.

There was usually a hill engine (helper) operating out of Megantic to assist eastbound trains up to Boundary. Class P1 Light Mike 5190 was one of the last to hold down this job. Sometimes it would continue on to a wye at Holeb if there was a westbound that needed a push.



The railroad through the woods

There is a substantial difference from one end of CPR's Short Line to the other end. The eastern portion starting from Saint John is generally an easy go. The single track meanders its way through woodland, countryside farms and small villages as far as the Maine border at Vanceboro. For engine crews it's pretty easy running with the normal gentle curves and not too many speed restrictions. Once across the border, track conditions remain the same as far as Brownville Junction. There are occasional villages to pass through (Danforth, Wytopitlock and Mattawamkeag to name a few), but there are probably more moose and deer residing near the track than there are people.

While the grade from Saint John to Brownville is almost non-existant, rising from sea level to a mere 400 feet along the 190-mile stretch, it's a different story westward. It becomes a railroad of sharp curves, steep climbs and slower running. It also enters an area of spectacular beauty, certainly the best along the entire CPR route east of the Canadian Rockies (all right, I know that the north shore of Lake Superior is pretty nice, also).

The climb out of Brownville begins even before the west siding switch comes into view and continues for some nine miles to a siding at Benson. From Brownville to Greenville, 33 miles, there are very few spots where one can see more than 20 feet each side of the track in this densely wooded region. There is one very special place, however, where conditions change for the better. At Milepost 17.1, one comes upon a scene hard to beat. At this point a westbound train comes around a sharp left-hand turn and passes over the Ship Stream Trestle. This structure stretches for 1200 feet over the Ship Pond Stream, an outlet for Onawa Lake. With a height of 130 feet, the trestle offers a unique vantage point for one of the prettiest spots along the entire route. To the train's right, Onawa Lake stretches for several miles to the west with a range of mountains directly across from the bridge. But dead ahead along the tracks can be seen Boarstone Mountain, with its sharply pointed peak.

It's too bad that train crews are, for the most part, the only ones with the opportunity of seeing this scene other than summer hikers or those who have camps on Onawa Lake. In recent years there have been few daytime freight moves over the west end of the Short Line, but with the creation of the Canadian Atlantic in 1988, there is now an early morning westbound and mid-morning eastbound over the Onawa trestle. Though you can't normally photograph a passenger train on the bridge, a unique opportunity comes to those who ride the dome of VIA Rail's *Atlantic* under a full moon in the middle of winter, as the opposing trains pass Onawa after midnight.

The present bridge is the second in this same location, the current concrete and steel structure having been built in

SHIP STREAM TRESTLE along Onawa Lake is a favorite photo spot with Boarstone Mountain in the distance. Pacific 2584 had the "Scoot" eastbound on April 9, 1955.

1931. The Wilson Stream trestle was also replaced at the same time, making possible the use of heavier locomotives on the line. The economic conditions of that time made it possible for CPR to build both replacement bridges for under a million dollars.

Starting at Bodfish, four miles west of Onawa at the base of Boarstone Mountain, the track begins a twelve-mile journey through the most remote region on the CPR route through Maine. Just west of the old depot, which is still standing, the track begins a "cut in the side of a cliff" alignment that is quickly followed by the first of a series of massive rock ledges including some very sharp curves. The tight curves and potential for rock slides require a 20 m.p.h. speed limit. In fact, in the entire stretch between Brownville Junction and Megantic there are very few places where speed restrictions are not called for.

The twelve miles between Bodfish and Greenville is remote to say the least. There is nothing to see except wilderness vistas of streams, woods, bogs and moose with an extra good measure of woods thrown in. There is also the other spectacular trestle at Wilson Stream. It is not as well known as the Onawa bridge as it is virtually inaccessible even by hikers or campers. By the time the tracks reach Greenville they will have climbed some 700 feet since leaving Brownville Junction and will have twisted their way through 34 miles of Maine wilderness, a straight line distance of 28 miles.

Westward from Greenville the CPR takes on a nautical flavor as it follows the west shore of Moosehead Lake (40 miles long and Maine's largest). At Somerset there used to be a connection with the Maine Central's branch from Oakland up to Kineo Station on Moosehead Lake; the MEC line was pulled back to Bingham in the 1930s and today exists as only a stub to North Anson. Swinging westward at Somerset, the CPR hugs the shores of Brassua Lake and Long Pond. By the time the tracks reach Jackman, 40 miles from Greenville, they have climbed another 200 feet.

The line continues to climb west of Jackman (elevation 1200 feet), but the grade really takes off some 20 miles further at the site of the former station at Skinner (elevation 1450 feet). From here it is a seven mile struggle to the siding at Boundary, the mountain-top international border between Maine and Quebec, 51 miles west of Jackman and 1850 feet in elevation.

Today's diesels have little trouble with the climb, although there is just so much tonnage that can be hauled even with four or five units. But with steam it was a different story. Engineer C.W. "Sonny" Durant is today Number 2 on the Brownville engineman's roster and operates VIA's *Atlantic* between Brownville and Megantic every other night. In the waning days of steam he was a fireman on Mikados over the same route.

"Some days we'd really be hard put to keep going, even with a hill engine waiting for us at Holeb. Sometimes you would hear the engine come out with a large chug . . . and you'd just sit and wait hoping to hear another chug come along. Sometimes you'd almost have time to read the paper between chugs."

You can easily get the impression that CPR considers the Maine Short Line to be its most rugged railroading east of the Rockies. Ronald Ritchie puts it even more strongly. Recently retired as the assistant to the president of CP Rail with additional duties as president of the International Railway of Maine, Ritchie pointedly states that the route through Maine certainly is the most rugged anywhere on the entire CP system from an operational perspective.

"In the Rockies the mountains are higher and our tracks have longer climbs. The mountain ranges are longer and the valleys are deeper. But you must remember that many of our climbs out there are made in wide, longer valleys, and our trains have long but steady climbing. But in Maine we have a track plan of one sharp curve after another climbing all the time. The pull from Skinner to Boundary is seven miles long going up about 400 feet with continuous curves. The route between Brownville Junction and Boundary is 101 miles with a climb of 1440 feet. There are only two places along the entire route where there is a section of straight track running up to a mile in length (Moosehead siding west of Greenville and the section between Kyleton siding and Greenville)."

Next month

In the June issue we will continue our coverage of CPR in Maine with a look at passenger service, the "Scoot" mixed and the arrival of diesels.

Victorville's Cement Hauler

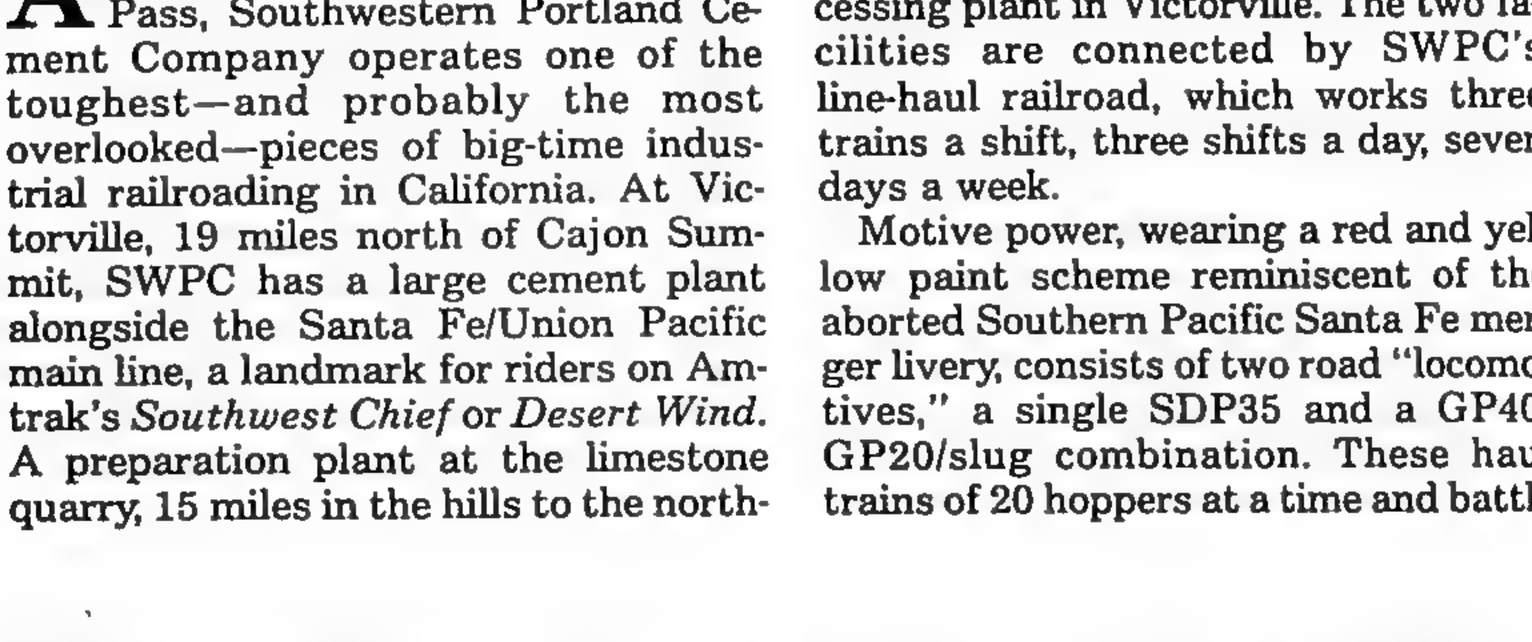
by David C. Lustig

PHOTOGRAPHY MIKE DEL VECCHIO EXCEPT AS NOTED

Almost within earshot of Cajon Pass, Southwestern Portland Cement Company operates one of the toughest—and probably the most overlooked—pieces of big-time industrial railroading in California. At Victorville, 19 miles north of Cajon Summit, SWPC has a large cement plant alongside the Santa Fe/Union Pacific main line, a landmark for riders on Amtrak's *Southwest Chief* or *Desert Wind*. A preparation plant at the limestone quarry, 15 miles in the hills to the northeast, supplies raw material to the processing plant in Victorville. The two facilities are connected by SWPC's line-haul railroad, which works three trains a shift, three shifts a day, seven days a week.

Motive power, wearing a red and yellow paint scheme reminiscent of the aborted Southern Pacific Santa Fe merger livery, consists of two road "locomotives," a single SDP35 and a GP40-GP20/slug combination. These haul trains of 20 hoppers at a time and battle 3.85% grades through stark desert scenery between the quarry and Victorville. As an added bonus, a pristine GE 65-ton centercab switcher will occasionally venture out from the Victorville plant long enough for a quick photo.

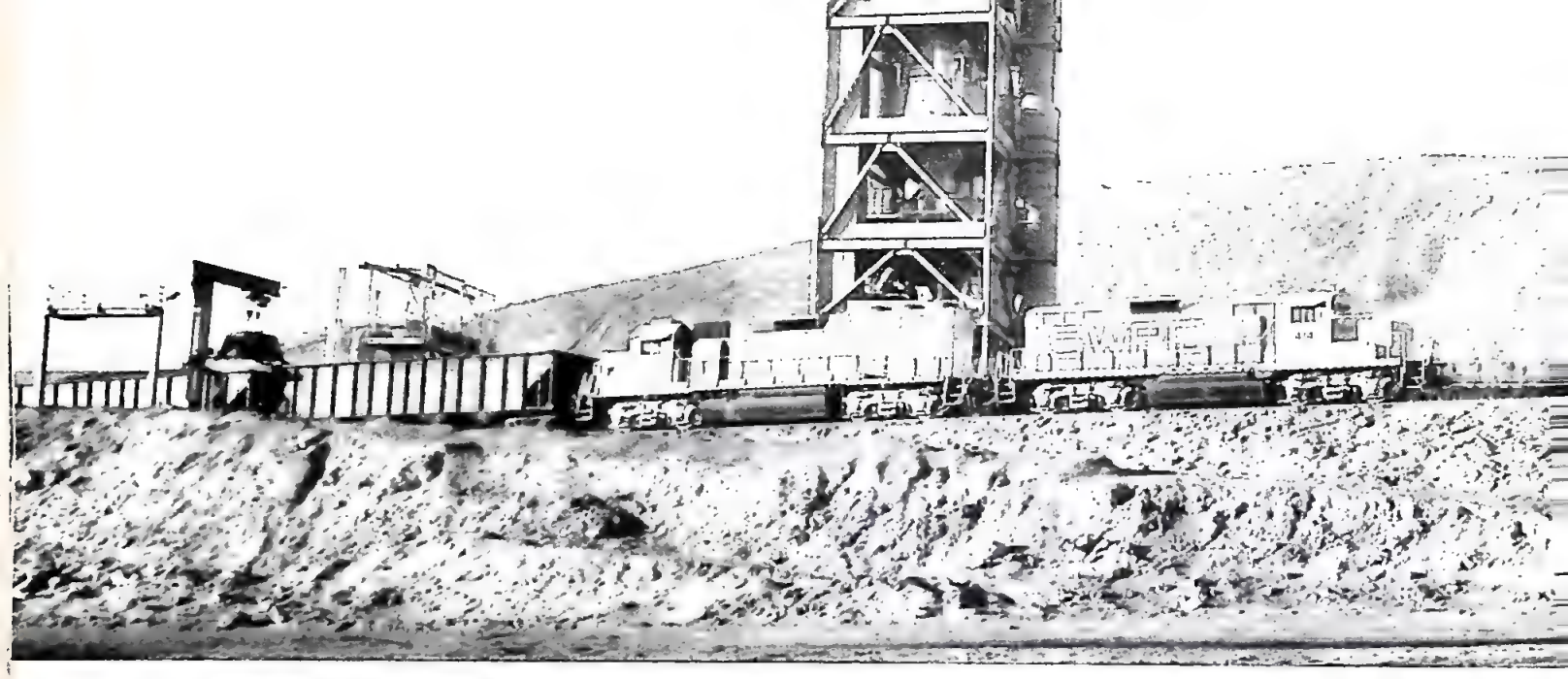
SOUTHWESTERN PORTLAND CEMENT'S River Plant at Victorville is a landmark alongside the AT&SF/UP main line; the UP Dash 8s are westbound. Former Seaboard SDP35 1111, now SWPC 411 **(above)**, was at the cement plant on November 18, 1988.



What SWPC hauls

The reason for the SWPC railroad's existence is to haul a product called "clinker" from the quarry plant to the processing plant. Clinker is mostly limestone, the principle ingredient in cement, combined with a pinch of silica, a dash of iron, a bar or two of aluminum and a few other ingredients (all brought to the quarry facility by truck) which are then blended together and burned in a kiln at the quarry plant. Loaded into hoppers, this clinker is hauled to Victorville to be ground down into powdered cement. Only then is it ready for shipping, with a percentage going out by rail on the Union Pacific and Santa Fe while the majority is handled by bulk truck transport.

Two 84-car unit coal trains a month are delivered by the Union Pacific to SWPC. Originating in Utah, the coal stokes the fires of the quarry clinker kiln and provides the railroad with the one break in an otherwise never-ending operation. As soon as the coal train arrives, regular clinker runs are sus-



A COAL TRAIN was being unloaded at the quarry plant on November 18, 1988. SWPC GP40 412 supplies power to GP20 slug 414, which has a complete cab and carbody.

pended until the coal, in dozen-car cuts, is hauled to the quarry where it is dumped into a gigantic storage pit.

A typical day

A normal SWPC clinker run begins when the engineer releases the brakes on the road power at the River Plant in Victorville and couples up to a string of empty hoppers. The company alternates daily using the SDP35 and the GP40-GP20/slug set. If the SDP35 is on the train, it will be working its big, flat-ended long hood forward, making it look like one of those Jersey Central GP40Ps on N.J. Transit. In the case of the slug set, the GP20 slug will be leading northward.

Crossing over the normally-dry Mojave River behind the facility, the engineer will gun his charge almost due north across the desert, as the first and stiffest grade, a half mile of uphill 3.85% begins almost immediately and continues to Milepost 1. The rest of the trip will be a continuous series of ascents ranging from .5% to 3.8% just before the reaching quarry.

A few miles into the run, the tracks begin arcing eastward while continuing to climb. Crossing Interstate 15, just over a third of the way to the quarry, the tracks soon emerge alongside the appropriately-named Quarry Road, the place to begin to chase and pace the trains. This private paved company road is right next to the tracks, but you'll have to be extremely careful and alert as this is the primary road for 50-ton haulage trucks. You can get a few shots here, but continue up Quarry Road and get ahead of the train if you can; nicer shots can be had farther up.

About five miles from the quarry the road will fork; stay to the right and follow the tracks. The desert is changing at this point from flat to hilly, and if the sun is at the right angle the photos can be dramatic, especially in the low light of late afternoon. The last few miles of the line are wonderfully scenic and rugged as the train works its way up to the quarry. The loading site is a rather interesting collection of silos and conveyors that could almost pass for a NASA rocket launching site.

Upon arrival, the engine runs around the cars and then backs them up the loading track. Beneath the loader, at the rate of one about every five minutes, the cars are mechanically filled to almost the top with clinker before the engineer gets the high sign on the radio to pull ahead one carlength. Once clear of the loader, the hopper gets a topping off by the Cat.

About two hours after reaching the quarry, the 20 open hoppers are filled and ready to start their downward trip back to the River Plant, the SDP35 now facing the "right" way or the GP40 in the lead. Held to a maximum of 40 m.p.h. and with dynamic brakes whining, the return trip is fast (one reason the company doesn't worry about an infrequent rain storm hitting the clinker in the open cars is that only the very top will get wet and even then it won't be exposed to moisture long enough to do any harm).

With dynamics staying on until within sight of the Victorville facility, the train will then quickly cross back over the Mojave River and, like an animal back in its den, be protected from the world by trees and a fence. Once cut off from the road power, the cars become the property of the switcher crew standing by in GE 65-tonner 404 to start the dumping process. In a short while, the routine starts all over again.

A word of caution, at this point. The last half mile of Quarry Road is inside SWPC property. Don't go in. The operation is interesting but not particularly impressive, and company guards routinely patrol, as they do the railroad maintainer road. It would be wise to stop at the River Plant to ask permission to photograph on the maintainer road, as you will be stopped and questioned. We were repeatedly even though we had obtained permission.

The early years

The current day SWPC operation is the last—and biggest—of the short line and industrial railroads that once crisscrossed the Victor Valley in the search for gold, silver and belatedly, cement. Beginning in the mid-1910s with the construction of a cement manufacturing plant just north of town (Victorville has since spread out and surrounded the once-rural area), the original railroad, chartered as a common carrier and known as the Mojave Northern, operated about eight or nine miles of track from various limestone quarries back to the plant, even providing passenger service at one time.

According to David Myrick's excellent two-volume *Railroads of Nevada and Eastern California*, business boomed for the MN, a small fleet of saddletankers (three 0-6-0Ts and a 2-4-2T) being kept very busy. Into the 1920s and early '30s, nearby Los Angeles, the expanding highway system and the Owens Valley aqueduct all

needed large quantities of cement, and SWPC kept on building larger facilities to produce it. It was about this time that the Mojave Northern name and the line's common carrier status disappeared, with the railroad reverting to a private operation. By 1939 another mile or so of track had been constructed.

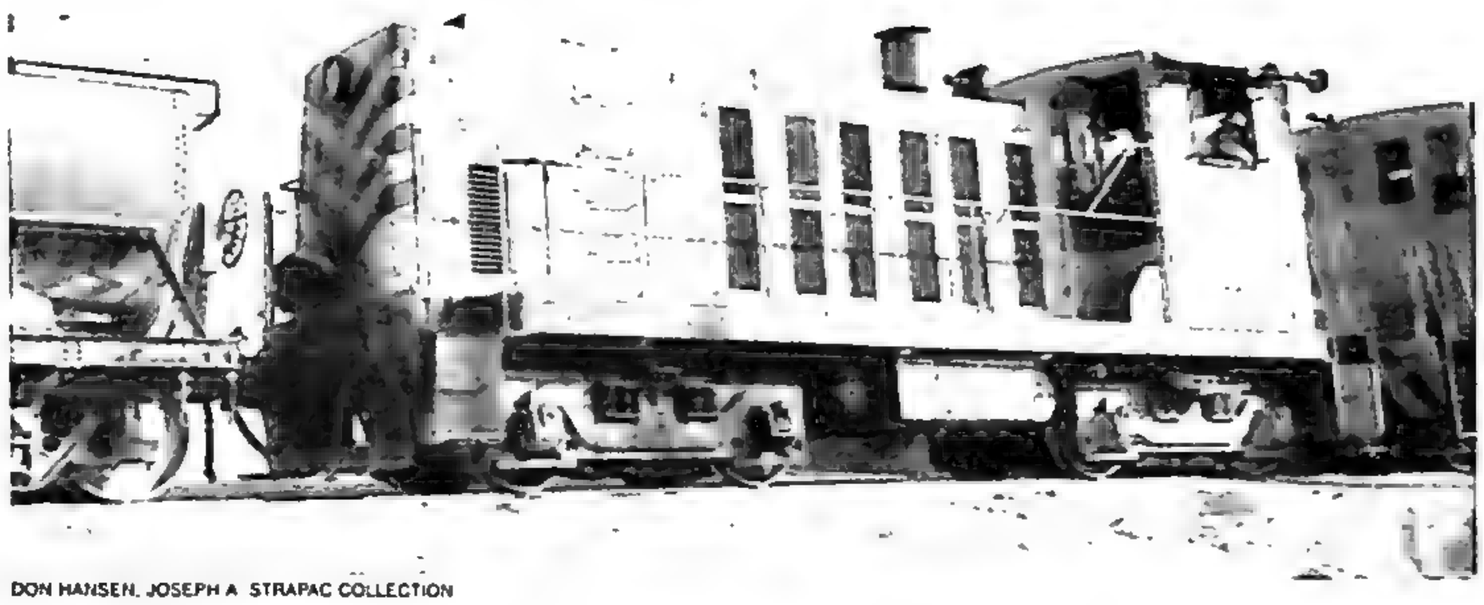
SWPC Railroad Supervisor Paul Draper, overseer of today's operation, explained that it was in the early 1940s when the present-day quarry opened up, approximately ten miles east of the farthest reach of existing track. To get the limestone from the quarry to the railroad, the company began a truck relay operation which was considered a less expensive alternative than surveying a route and laying rail. SWPC built an unloading dock, labeled "Number 5," to facilitate the transfer. A little later, the tracks were extended still farther east, permitting a shorter truck haul. In the early 1950s, rubber-tired vehicles were dispensed with upon the completion of the rail line directly to the quarry kiln facility.

Diesel power

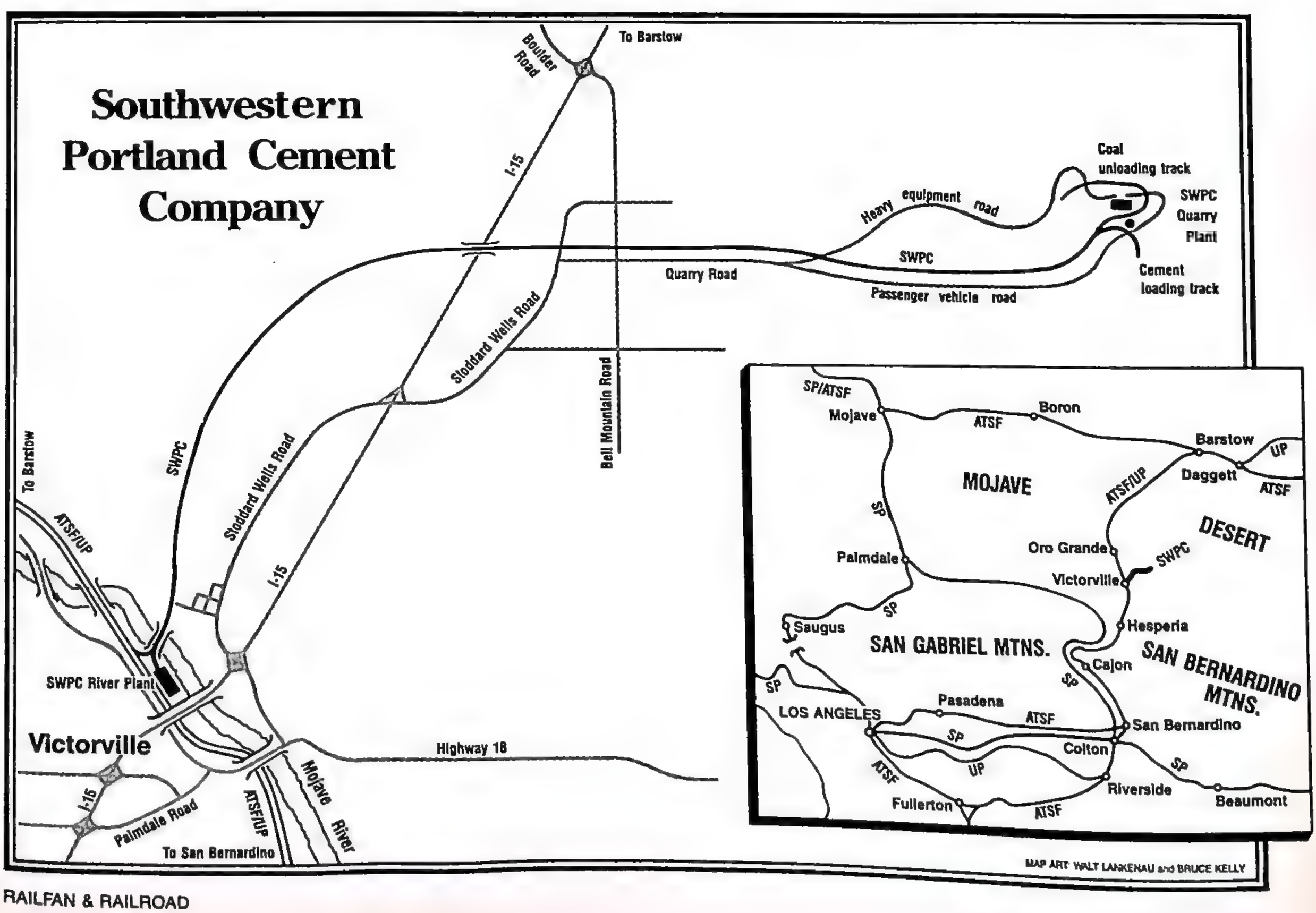
Motive power changed as well, with a pair of GE 70-tonners (Numbers 5 and 6) purchased new in 1947 and 1948 helping out the saddletankers. The two GEs were the only 70-tonners ever built with

JOSEPH A. STRAPAC

SADDLETANK SWITCHER No.1, was at Victorville on September 9, 1958. GE 70-tonner No.5, shown on August 17, 1962, had dynamic brakes. Note the extended hood.



DON HANSEN, JOSEPH A. STRAPAC COLLECTION



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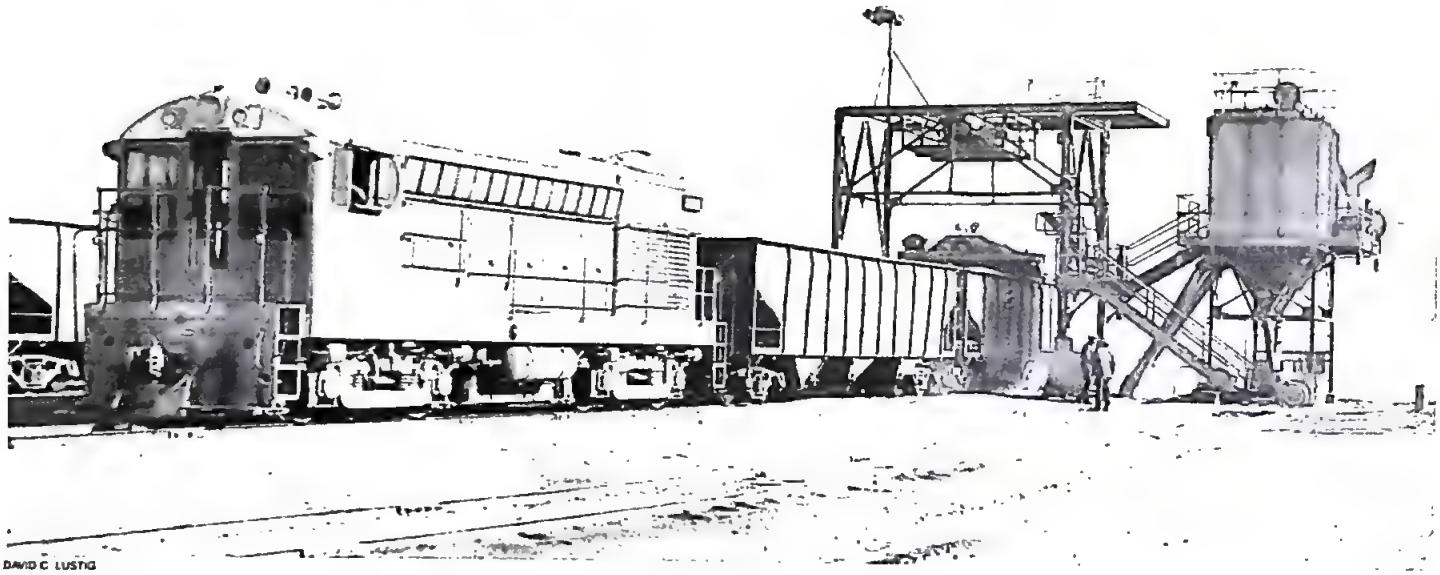

DAVID C. LUSTIG

dynamic brakes; though the two units, purchased a year apart, were not identical, they each had their long hoods extended to the front frame sill and lacked the traditional walkway around the front of the hood. Number 5 bore the name LEONARDT, while the 6 was the MERRILL. The steam engines were retired with the acquisition of a third 70-tonner in 1958. This "straight vanilla" (no dynamic brakes) second Number 4 was picked up from the Mississippi Export Railway of Moss Point, Mississippi, where it had been No.46.

By the early 1960s, however, the 660-horsepower GEs were not powerful enough to keep up with the demand, and SWPC went shopping for bigger motive power. The answer came from neighbor Union Pacific in the form of a pair of Fairbanks-Morse H20-44 road switchers. Looking for all the world like standard switchers with gland problems, the FMs packed 2000-horsepower, ten-cylinder, opposed-piston engines into end-cab carbodies. The UP had used them on helper assignments over various portions of the Los Angeles-Salt Lake City line, and their distinctive silhouettes had been a routine sight as they had passed SWPC's River plant on the nearby Barstow-Cajon main line.

When SWPC went diesel shopping in 1962, Union Pacific had already become disenchanted with FM power, and in November of that year, the UP 1366 and 1369 reported to work for their new owner in Victorville, numbered 66 and 69. The 66 was a bit of a celebrity, having been FM's demonstrator Number 2000. Both units acquired rather distinctive dust filters along their carbody air intakes.

"Excellent" was the word employees used when remembering the FMs. They had tremendous pulling power and tractive effort, they behaved themselves on the various grades and despite the lack of dynamic brakes could easily handle the 15 or so cars per train that were standard at that time. A third unit, picked up used from Fairbanks-Morse acting as a dealer for the Akron, Canton & Youngstown, joined the pair in 1971 as the 410. It was about this time that all units were renumbered into the 400 series (GEs 4/407, 5/405 and 6/406, and FMs 66/408 and 69/409).

The SWPC is a demanding operation, however, and even the reliable FMs, their builder now no longer in business, could not last forever. In 1981, SWPC began shopping around for newer, dynamic-brake-equipped power. They selected an SDP35 rebuilt by Morrison-Knudsen of Boise, Idaho. Originally Seaboard Air Line 1111, the SDP35 (a standard SD35 with a steam generator in the back end) was one of only 35 constructed by EMD. In 1964 the SAL had acquired 20 of the 2500-h.p. SDP35s to take over passenger assignments from tired E-units. The 1111 was merged into the Seaboard Coast Line as No. 612 and later got transferred as a freight engine to the Louisville & Nashville before being stricken from the Family Lines roster and delivered to SWPC in June 1981. Big, high and handsome, the 411 started the EMD revolution at Victorville.

For the line's next purchase, Draper wanted at least 3000 h.p. in a four-motor unit. A surplus Conrail GP40 (NYC 3084) on the used locomotive

JOSEPH A. STRAPAC COLLECTION

GE 70-TONNERS 4 and 5 were loading at the quarry in 1962. They were replaced by three Fairbanks-Morse H20-44 road switchers like the 408 (top), shown at the River Plant dumper on October 27, 1976. The FMs were dark green with silver roofs.

WITH THE GP20/SLUG in the lead, a coal train is unloaded at the quarry facility late in the afternoon of November 18, 1989; that's a car shaker above the hoppers. GE 65-tonner 404 was switching the River Plant in Victorville (below) earlier that same day.

market fit the bill perfectly, being rebuilt by Chrome Crankshaft before becoming SWPC 412 in January 1984.

The newest piece of equipment on the railroad is slug 414 (the company skipped over the number 413), former Chicago, Burlington & Quincy GP20 918 (BN 2053), which was gutted and then rebuilt by Wilson Railway Supply of Ames, Iowa, in 1986. Externally, the slug still looks like a GP20, and when it is leading its GP40 mother up to the quarry, with the engineer sitting in its cab, you're unable to tell that there is no diesel engine inside. Nor is there a main generator or air compressor. Ballast brings the unit back up to proper weight.

The neutered GP20 is normally mated with the GP40, though the SDP35 is also equipped as a slug mother. Draper says he opted for a slug over another diesel in order to increase tractive effort without adding fuel costs and maintenance problems. He estimates the 414 adds two-thirds more tractive effort to the GP40. That fully operable cab is important, too.

TWO KODACHROMES MIKE DEL VECCHIO

"We don't have a wye here, so we go up backwards and come down head first," Draper explained. "From the safety standpoint, with a single unit you're only looking around one long carbody when running backwards. Put a slug on the other end, though, and you're trying to see around two carbodies. This way, we have maximum visibility both up and down."

The motive power is in top shape. Mr. Draper says he can handle just about any repair, and those he can't usually go to Santa Fe's big Barstow facility just down the road.

The hoppers that the EMDs shuffle up and down the hill are interesting in their own right. Traditionalists will appreciate the 20-car fleet of "classic Athearn steam-era triples" which are intermixed with the distinctive modern TRAX Ortner 100-ton Rapid Discharge triples leased from Railtex. SWPC currently rosters 48 hoppers at Victorville, all of which are kept in captive service.

Besides the hoppers, the SWPC equipment roster is rounded out with a pair of tank cars (which get occasional use hauling water to the spray trucks that wet down the dusty roads around the quarry) and a pair of flatcars which see service when the track gangs are relaying rail. The railroad has shied away from welded rail, staying instead with traditional 131-pound 39-footers, part of the reason being the considerable amount of expansion and contraction from the 110+ degree heat in the summer and the almost frozen conditions in the winter.

With about two million tons of limestone being evacuated each year, company officials estimate there are reserves in excess of 100 years available to the Victorville plant. With California's thriving economy, there will be a continuing demand for concrete, so, clearly, this is one railroad that doesn't have to worry about revenue.

CLIMBING THROUGH THE DESERT above Victorville (top), SDP35 411 is running with its square long hood forward with the empty hoppers for the quarry on November 19, 1989. After running around the hoppers, the 411 positions them for clinker loading.

Dispositions

Southwestern Portland Cement has been very generous over the years in

disposing of its Victorville locomotives. Fully half of its steam fleet has been preserved. While the interesting ex-SD&SE 2-4-2T was scrapped in 1950 and 0-6-0T No.1 was wrecked in a runaway and scrapped in 1961, 0-6-0Ts 2 and 3 were both donated to museums in July 1966. Number 2 went to the California Southern Railway Museum and is currently displayed at the Orange Empire Railway Museum at Perris, Cal. Number 3 went to the Pacific Southwest Railway Museum and is displayed at the depot museum in La Mesa, Cal., near San Diego.

Although the 70-tonners all went on to other railroads (405 to the Modesto & Empire Traction, 406 to Santa Maria Valley for parts and 407 via the M&ET to Ventura County), the three FM units were all donated for preservation in December 1984. Ex-demonstrator 408 is at the Pacific Southwest Railway Museum in Campo, Cal., while the 409 is at the Illinois Railway Museum at Union, Ill. The 410 (ex-AC&Y 505, the only non-UP unit of SWPC's FM trio) went to the Center for Transportation & Commerce in Galveston, Texas, where it is now displayed wearing number 410 in Union Pacific livery!

Visiting Victorville

If you're thinking of visiting the SWPC, by all means it is worth the stop. Checking in with the company at the River Plant on the northern end of Victorville—you can't miss it—is strongly recommended. While you shouldn't expect to be allowed onto the plant or quarry grounds, they are a friendly lot and will be able to tell you when the next train is leaving.

Be careful in the summertime. It is hot with a capital "H," so you should bring a hat and plenty of liquid refreshment. In the winter, bundle up. In between times, prepare for either extreme. But no matter when you visit, you can also prepare to enjoy yourself. ⊂

Locomotive Roster

Mojave Northern Railroad (1915-1926)

Southwestern Portland Cement Company (1926-Present)

Victorville, California

Steam Locomotives

No.	Type	Drivers	Cylinders	Weight	Pressure	T.E.	Builder	B/N	Date
1	0-6-0T	46"	17" x 24"	118,000 lbs	190 p.s.i.	22,250 lbs.	Davenport	1550	12/15
2	0-6-0T	46"	17" x 24"	118,000 lbs.	190 p.s.i.	22,250 lbs.	Davenport	1584	8/17
3	0-6-0T	46"	17" x 24"	118,000 lbs.	190 p.s.i.	22,250 lbs.	Davenport	1972	11/23
4	2-4-2T	44"	14" x 20"	83,900 lbs.	170 p.s.i.	12,875 lbs.	Porter	5111	7/12

Diesel Locomotives

Last No.	Previously	Type	H.P.	B/N	Built
407	4 (II)	GE 70-ton	660	28509	12/46
405	5	GE 70-ton	660	28511	2/47
406	6	GE 70-ton	660	29469	3/48
404	7	GE 65-ton	500	28521	4/46
408	66	FM H20-44	2000	L-1032	10/47
409	69	FM H20-44	2000	L-1042	12/47
410	-	FM H20-44	2000	21-L-832	3/54
411	-	EMD SDP35	2500	29350	9/64
412	-	EMD GP40	3000	33495	10/67
414	-	EMD GP20/slug	0	26589	3/15/61

NOTES:

1 Purchased new. Wrecked 1961 in runaway and scrapped.

2 Purchased new. Donated 7/66 Cal. Southern Ry. Museum, Perris, delivered 7/30/66, first operated 8/67.

3 Purchased new. Donated 7/66 Pacific Southwest Ry. Museum, delivered 7/30/66 to Perris for storage, moved to San Diego 1/9/81, displayed at La Mesa depot museum.

4 Purchased in 1923 as San Diego & Arizona 5, originally San Diego & Southeastern 5, scrapped 1/50.

407 2nd No.4 purchased 6/13/58 from Mississippi Export 46. Sold circa 1970 Chrome Crankshaft, stored M&ET, sold 6/71 to Ventura County 4.

405 No.5 purchased new with dynamic brakes, named "Leonardt." Sold 6/71 via Chrome to M&ET 605.

406 No.6 purchased new with dynamic brakes, named "Merrill." Sold 1971 to Santa Maria Valley for parts.

404 No.7 transferred 7/62 from SWPC plant Fairborn, Ohio, where it was No.14.

408 No.66 purchased 11/62 from Union Pacific 1366, originally FM demonstrator 2000. Donated Pacific Southwest Ry. Museum at Campo, Cal., 12/84.

409 No.69 purchased 11/62 from UP 1369. Donated Illinois Ry. Museum, Union, Ill., 12/84.

410 Purchased 3/71 via FM from AC&Y 505. Donated 12/84 Center for Transportation & Commerce, Galveston, Tex., displayed as UP 409.

411 Purchased 5/81 (delivered 6/18/81) via Morrison-Knudsen as L&N 7044, SCL 612, nee-SAL 1111.

412 Purchased 1/20/84 via Chrome Crankshaft Conrail (nee-NYC) 3084.

414 Purchased 12/18/86 via Wilson Ry. Supply, converted to slug from BN GP20 2053, nee-CB&Q 918.

ROSTER effective 3/89, compiled by Joe Strapac and Jim Boyd.

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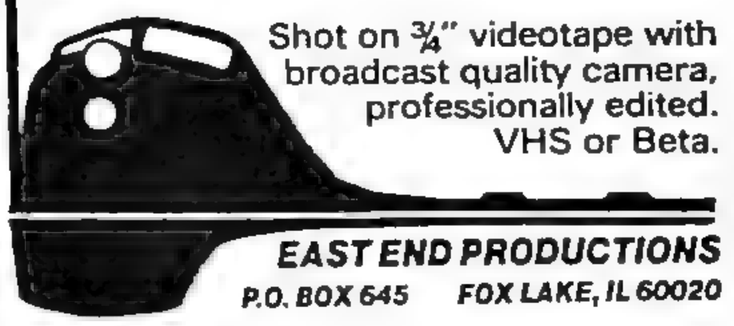

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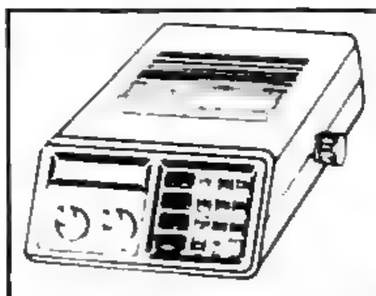

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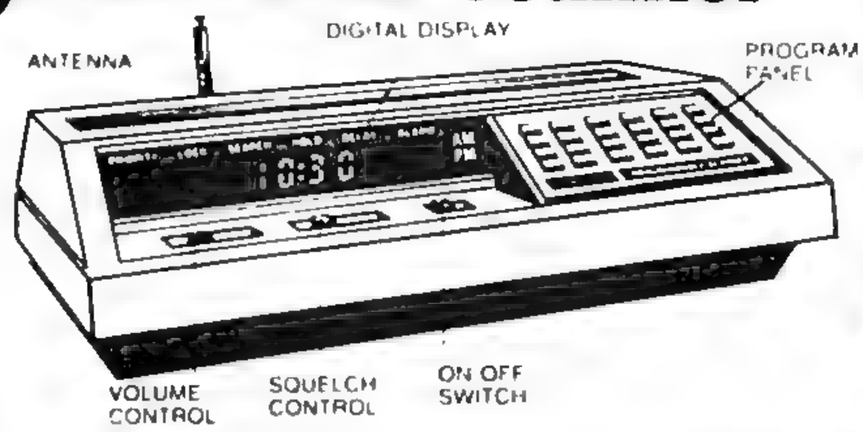

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Same features as BC-600XLT but also receives 800-954mhz.

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REGENCY Z-60

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Small size 6"Hx1"Dx2¾"W, full digital readout, priority, search, channel lockout, scan delay, key lock. Covers following frequencies: 29-54mhz, 136-174mhz, 406-512mhz. Package includes rubber antenna, rechargeable Ni-Cad battery pack, AC adapter/charger, and carry case.

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Wisconsin & Calumet's Elegant F7s

by Jim Boyd

THREE KODACHROMES DAVID GOODHEART

A HAND-PAINTED nose herald adorns Wisconsin & Calumet F7 901 at Fox Lake, Illinois, on its maiden run along with "twin" 106 from Janesville, Wis., to Clearing Yard in Chicago on January 26, 1989. These scenes along the old Milwaukee Road "J Line" were taken that day (top) and on February 6 (below right).

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What makes the line big news, however, is the motive power assigned to it: back-to-back F7s painted in an authentic adaptation of the Illinois Central's classic *Panama Limited* passenger livery. The units, owned by Glenn and Rose Monhart, were painted in the W&C's Janesville roundhouse by Paul Badendick. Although they make a fine set of "twins," the F7s have traveled widely separated paths since leaving La Grange.

The better-known of Monhart's pair is the 901, built in 1949 as Denver & Rio Grande Western 5644. In 1956 it was wrecked and returned to La Grange for rebuilding, emerging with new Farr-Air chrome intake grilles, not usually found on F7s of its vintage. In August 1969 the retired 5644 was sold to American Crystal Sugar, where as No.64 it worked as a switcher at the sugar beet mill in Rocky Ford, Colorado. When the mill closed in 1979, the unit was bought by the Monharts and became Chicago, Madison & Northern 564. Surviving two successive owners of the CM&N line, in 1984 the F7 was painted in Atlantic Coast Line purple to match Monhart's E3 501 but lettered for ACL subsidiary Charleson & Western Carolina and numbered 901.

When the W&C (reporting marks WICT) needed road power for its ex-

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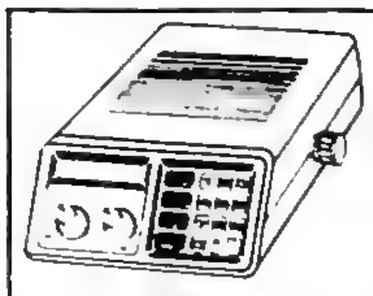

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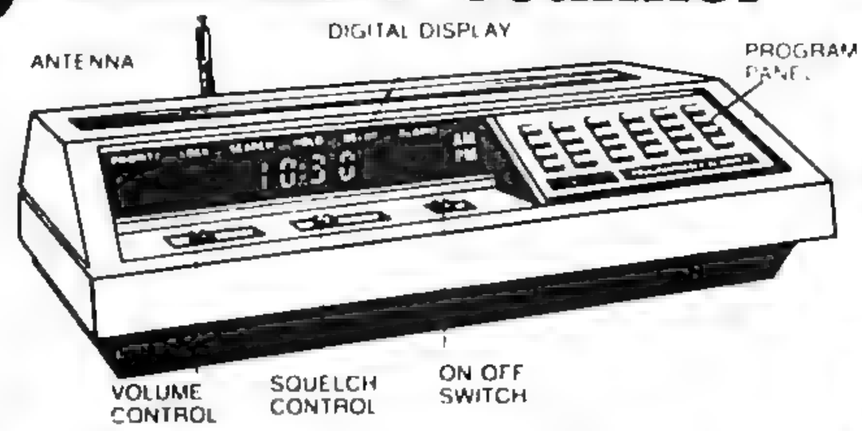

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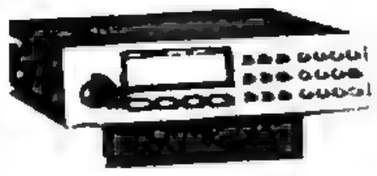

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by Jim Boyd

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When the W&C (reporting marks WICT) needed road power for its ex-

KODACHROME: DAN McDERMOTT

panded service, the 901 was overhauled in Janesville along with ex-Milwaukee Road F7 117C. The 1951 EMD product had last seen service in 1980 on lease to the Escanaba & Lake Superior before being bought by Monhart. It was given number 106 because Glenn had an extra set of 901 illuminated number boards made up that worked just fine when inverted. After a full mechanical overhaul with the help of Ron Hanson, Rick Hill and Ray Sommerfeldt (where the 901 received a 567C engine and 1600 h.p. rating), both units were painted in the elegant IC livery, which until now had been used only on E-units. Hand painted W&C nose heralds were the crowning touch to the twins.

The expanded W&C operation on the J Line goes well beyond Fox Lake. With an eye toward more universal interchange access to Chicago, the W&C secured trackage rights to run over RTA's Metra lines from Fox Lake down the former-Milwaukee Road main line to Tower A5, also known as Pacific Junction, where it turns west to the Belt

KODACHROME: DAVID GOODHEART

KODACHROME STEVE BROWN & DOUG MOORE

Railway of Chicago junction at Cragin, east of Galewood Yard. At Cragin the train backs onto the Belt and shoves south to Ashland Avenue, where the units run around the train and then head directly to the huge BRC Clearing Yard south of Midway Airport.

The Clearing run is generally made three days a week, departing Janesville in the afternoon on Monday, Wednesday and Friday. Changing crews at Fox Lake, the W&C waits until the end of passenger traffic at 10:00 p.m. and then has until 4:50 the next morning to get to Clearing and back to Fox Lake before the commuter curfew hits again.

Because they have modern 24RL brakes and are better equipped for road service than most of the W&C's Geeps, the F7s are quite likely to remain assigned to the Clearing Yard run. With increased traffic expected by summer, ex-Milwaukee F7 booster 102B will soon be added to the set.

ON THEIR FIRST RUN on January 26, the units have run around their train on the Soo (ex-Milwaukee) main line at Cragin and are about to proceed onto the BRC for the run to Clearing Yard. Earlier that same day they had passed a work train **(top left)** at Avalon, Wisconsin. The fresh snow **(bottom left)** made a fine scene on February 6, 1989.

EXTACHROME JIM BOYD

KODACHROME JIM BOYD

EXTACHROME GLENN F. MONHART

MONHART'S Ex-RIO GRANDE F7 was painted as Chicago, Madison & Northern 564 (left) at Janesville on August 6, 1983, but emerged as C&WC 901 (above) to match E3 501 in mid-1984. E8s on the *Hawkeye* at 21st Street in September 1965 (above center) show the classic ICRR "*Panama*" livery.

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BY JIM BOYD

MIKE DEL VECCHIO

METROLINER 114 was poised for the R&R editors' departure from Washington Union Station on January 22, 1989. The power was AEM7 950, one of nine new Amtrak electrics built by EMD in 1988.

One Hundred and Fifty-Six Civilized Minutes

Bruce Kelly's first visit to the Northeast Corridor was a hot and humid afternoon last August when we went to Princeton Junction, New Jersey, for the evening rush hour. In the 2½ hours we spent photographing trains from the station's elevated platforms there were six Amtrak moves and three NJ Transit m.u. sets through on the four-track main line, plus the single NJ Transit "Jersey Arrow" m.u. making constant "PJ&B" (Princeton Junction & Back) shuttle moves on the 2.8-mile branch up to the Princeton University campus station.

Our transplant from Idaho and California was impressed, to say the least. His own words tell it best:

"The Corridor was everything Boyd said it would be. Peer down the tangent through my tripod-mounted 500mm lens and watch yellow specks of light transform into articulated, wingless aircraft, roaring toward you through a tunnel of catenary, lineside poles and unbroken ribbons of polished steel. Stand near the painted safety line on the platform and the shock wave from an AEM7 or E60 rocketing through on the near track can nearly knock you off your feet.

"The opportunity to actually ride the Corridor came on January 21, 1989. Jim had been asked to present a slide show at the Washington Chapter NRHS Annual Banquet that night, so he, Del Vecchio and myself took up Amtrak's suggestion of experiencing America at "see level." Three hours of train travel sounded far better than five hours of driving (not counting any food and photography side trips), and the latter option would have probably put us into D.C. physically and mentally exhausted, perhaps even late for our own program.

"Ahh, the big city. Just a few steps inside of Penn Station Newark we were treated to a running knife fight between a couple of young hoods. People just cleared a path and the pair dueled their way out onto the street. 'Twas life as usual in downtown Newark, but the incident kept us on our toes and watchful over our camera bags and other luggage while chewing on slices at the station pizzaria.

"Arriving about 20 minutes off of its advertised 12:39 p.m. Newark stop, Amtrak 495, the southbound *Colonial*, got us underway behind two AEM7s. Being a Saturday, and inaugural weekend for President Bush at that, the first few Amfleet coaches had nothing available in the way of adjoining seats. We regrouped in the Amdinette, which, at the halfway point of its Boston-Washington run, was already out of hamburgers and other lunch basics. I was fortunate, I suppose, to grab the last microwave hotdog. The real kicker came when Jim sat down at one of the empty tables adorned with a tablecloth. Nice touch. Within seconds, however, the attendant snatched up all the place settings and pulled the tablecloth right out from under Jim's elbows. We were told that such amenities were reserved for dinner patrons, to which Jim mildly replied, 'I'll mention that when we have dinner with Mr. Claytor tonight.' Jim didn't elaborate that it was retired Norfolk Southern Chairman Robert B. and not Amtrak President W. Graham with whom we'd be sharing the NRHS banquet.

"With two-thirds of our trip still ahead, the next item of business was to find three seats together. You'd think we three editors would be tired of each other's faces at the end of the work week, but we'd be neglecting our ap-

pointed roles if we didn't sit together and gab aloud about trains for the benefit of our fellow passengers: 'The mileposts say we're doing 114 (m.p.h.) right now . . . here's the spot where this train's northbound counterpart collided with those Conrail units (Chase, Maryland, January 4, 1987) . . . it was just like this in the days of GG1s . . .' and so on.

"Our train's speed and Jim's recollection of the G's both had something to do with the Heritage cars we finally discovered toward the rear of the train—and one car in particular with big picture windows, wide leatherette seats that reclined to a proper sleeping position and foldout leg rests that really worked. Boyd guessed its heritage as New Haven, but a roster check when we returned revealed Heritage Legrest Coach 4604 to be former UP 5537, built in 1964 by the St. Louis Car Company. Because of the Heritage cars in our train, the *Colonial* was restricted to 105 m.p.h. But even at that speed, we managed to slip into a bit of a time warp as Jim explained to me, 'imagine a GG1 on the head end . . . covering close to two miles a minute . . . this vintage coach . . .'. Glancing out the window, Jim moaned, 'good grief, will ya look at that!' As our *Colonial* sped toward Baltimore, we were pacing a DC-3 that was making its final descent for landing. Let's see, those *are* AEM7s on the point, aren't they?

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BY JIM BOYD

MIKE DEL VECCHIO

METROLINER 114 was poised for the R&R editors' departure from Washington Union Station on January 22, 1989. The power was AEM7 950, one of nine new Amtrak electrics built by EMD in 1988.

One Hundred and Fifty-Six Civilized Minutes

Bruce Kelly's first visit to the Northeast Corridor was a hot and humid afternoon last August when we went to Princeton Junction, New Jersey, for the evening rush hour. In the 2½ hours we spent photographing trains from the station's elevated platforms there were six Amtrak moves and three NJ Transit m.u. sets through on the four-track main line, plus the single NJ Transit "Jersey Arrow" m.u. making constant "PJ&B" (Princeton Junction & Back) shuttle moves on the 2.8-mile branch up to the Princeton University campus station.

Our transplant from Idaho and California was impressed, to say the least. His own words tell it best:

"The Corridor was everything Boyd said it would be. Peer down the tangent through my tripod-mounted 500mm lens and watch yellow specks of light transform into articulated, wingless aircraft, roaring toward you through a tunnel of catenary, lineside poles and unbroken ribbons of polished steel. Stand near the painted safety line on the platform and the shock wave from an AEM7 or E60 rocketing through on the near track can nearly knock you off your feet.

"The opportunity to actually ride the Corridor came on January 21, 1989. Jim had been asked to present a slide show at the Washington Chapter NRHS Annual Banquet that night, so he, Del Vecchio and myself took up Amtrak's suggestion of experiencing America at "see level." Three hours of train travel sounded far better than five hours of driving (not counting any food and photography side trips), and the latter option would have probably put us into D.C. physically and mentally exhausted, perhaps even late for our own program.

"Ahh, the big city. Just a few steps inside of Penn Station Newark we were treated to a running knife fight between a couple of young hoods. People just cleared a path and the pair dueled their way out onto the street. 'Twas life as usual in downtown Newark, but the incident kept us on our toes and watchful over our camera bags and other luggage while chewing on slices at the station pizzaria.

"Arriving about 20 minutes off of its advertised 12:39 p.m. Newark stop, Amtrak 495, the southbound *Colonial*, got us underway behind two AEM7s. Being a Saturday, and inaugural weekend for President Bush at that, the first few Amfleet coaches had nothing available in the way of adjoining seats. We regrouped in the Amdinette, which, at the halfway point of its Boston-Washington run, was already out of hamburgers and other lunch basics. I was fortunate, I suppose, to grab the last microwave hotdog. The real kicker came when Jim sat down at one of the empty tables adorned with a tablecloth. Nice touch. Within seconds, however, the attendant snatched up all the place settings and pulled the tablecloth right out from under Jim's elbows. We were told that such amenities were reserved for dinner patrons, to which Jim mildly replied, 'I'll mention that when we have dinner with Mr. Claytor tonight.' Jim didn't elaborate that it was retired Norfolk Southern Chairman Robert B. and not Amtrak President W. Graham with whom we'd be sharing the NRHS banquet.

"With two-thirds of our trip still ahead, the next item of business was to find three seats together. You'd think we three editors would be tired of each other's faces at the end of the work week, but we'd be neglecting our ap-

pointed roles if we didn't sit together and gab aloud about trains for the benefit of our fellow passengers: 'The mileposts say we're doing 114 (m.p.h.) right now . . . here's the spot where this train's northbound counterpart collided with those Conrail units (Chase, Maryland, January 4, 1987) . . . it was just like this in the days of GG1s . . .' and so on.

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next month in RAILFAN & RAILROAD

● **IT'S A "KROK!": Greg Nazarow spent last summer working in Switzerland and did some interesting railfanning of the narrow gauge "Crocodile" side-rod electrics still running on the route of the famous *Glacier Express*. With ancient motors and mixed trains, it's a different kind of "foreign" railroading story.**

JUNE ISSUE ON SALE MAY 1.

time before our 1:00 p.m. *Metroliner* to check out high-hood B23-7s and a GP35 (on Alco trucks) at Southern's Alexandria, Virginia, engine terminal, and an incredible mix of power at RF&P's Potomac Yard, including a multi-colored run-through lashup off the D&H with NYS&W F45 3638. The idea of yellow and black F45s in Pot Yard didn't quite register with ol' Boyd, who recalls the Susquehanna's previous image of 'shabby RS1s wheezing their way to bankruptcy.'

"Taking us back to Newark was Amtrak *Metroliner* 114, with brand new AEM7 950, one of nine built by EMD during 1988, leading a pure Amfleet consist. Jim and I got our gear stowed away in the lead car, and with departure imminent wondered aloud, 'where the heck is Del Vecchio?' Just then, Mike stepped into the vestibule saying, 'If you guys had hung around the head end just a while longer, you *too* would have gotten a look inside the cab.'

"With no Heritage cars in tow, the new AEM7 was able to bring our *Metroliner* up to the Corridor's 125-m.p.h. maximum speed. This time we had the full Amdinette menu to choose from. Is it Einstein's theory of relativity that enables microwaved cheeseburgers to actually taste decent at speeds above 100 m.p.h.?

"This was a significant month for the *Metroliners*, as January 12, 1989, marked the 20th anniversary of the high-speed trains that were put into service by Penn Central in 1969. The Pennsy had launched the *Metroliner* program in 1965, but mechanical troubles with the first self-propelled Budd-built m.u. demonstrator put the whole thing on hold. Amtrak took over the *Metroliners* in 1971, and in 1981 the AEM7-powered Amfleet consists were brought in, replacing the m.u. cars but adopting their name for the *service* rather than the equipment. During these last 20 years, 33 million people have cruised the Corridor on the *Metroliners*.

"Another treat at our disposal on today's train was the Railfone, an onboard telephone booth that was added to Amtrak's *Metroliners* in 1986. Railfones can now be found on the *San Diegans* as well. They're joined to outside phone lines by a GTE radio link, thus explaining why my AT&T calling card couldn't be used (but Railfones do accept VISA, MasterCard and American Express, with domestic calls costing $3.00 for the first minute and $1.50 for each additional minute). North of Baltimore, I made the obligatory 125-m.p.h. phone call to my girlfriend's apartment—only to reach her answering machine. From what I could hear over the roar of the wheels (the Railfone booth is right over the trucks), the transmission was reasonably good, and I was told that my recorded

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ANNOUNCEMENTS

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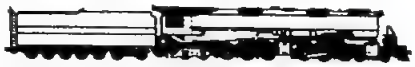

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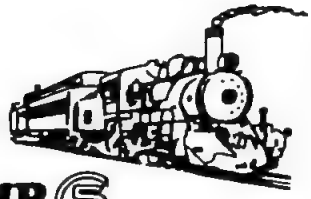

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message had come through loud and clear.

"As we pulled into Philadelphia's 30th Street Station, the eastbound *Broadway* was just moving out on an adjacent track. It was held for us at Zoo Interlocking, and we got a good look at her consist. Boyd was surprised to see that the *Broadway's* diner was the *Silver Cuisine*, a former-CB&Q *Zephyr* car. 'Y'know,' he observed, 'I saw that car on fire in Rockford, Illinois, in 1965 when they were detouring over the IC to get around a wrecked bridge on the Q at Galena Junction. The grease trap had caught fire, and I watched firemen trying to hack through the roof with axes. Figured that car would have been retired years ago.'

"*Metroliner* 114 slid into Newark on time at 3:36 p.m., pausing just long enough for us to detrain before it hustled off to its terminating point of Penn Station New York. Heading for the parking lot, I don't think any of us was staggering with that 'sea legs' walk one commonly has after a train ride, and there certainly wasn't any jet lag, but I still couldn't get over the idea of having gone 215 miles in 2½ hours without leaving the ground—B.K."

Don't hop the freight!

A news item in the February 21, 1989, *Journal of Commerce* reminded us how dangerous it is to pursue the "romantic" life of a train-hopping hobo. It was headlined "Aspiring Rail Writer Dies in Freight Car." In mid-February, two Soo Line employees at the former Milwaukee Road yard in St. Paul, Minnesota, found the body of a young man crushed beneath a shifted load of lumber on a British Columbia Railway bulkhead flatcar that was left on the rip track for repairs. Twenty-six-year-old Gregory Carpenter of Eau Claire, Wisconsin, had boarded the car somewhere between Duluth and St. Paul and crouched into an opening between the strapped-down stacks of lumber and the car's end bulkhead to take cover from the cold. It was probably during switching moves in St. Paul that the load was jolted out of position. Carpenter had with him a sleeping bag, a railroad atlas of the U.S., books, traveler's checks, credit cards, a computer-printed itinerary listing 60 people he planned to visit during the trip and notes

VIEWLINER sleeper 2300 was on the *Capitol Limited* at Washington, D.C., on January 21, 1989. It is one of the prototypes for Amtrak's next generation of "Eastern" cars.

that led investigators to believe he was hoping to write about his rail adventure.

This was no penniless tramp, but an apparently educated person who could well have been a railfan like any of us. We cannot stress enough the familiar speech that when you hop freight trains you are not only trespassing on private property but you very well may get injured or killed . . . period. Freight cars are meant to carry freight, *not* people. It's just a shame that Gregory Carpenter didn't realize that.

The Canadian Atlantic

When preparing a multi-part article on a subject like Canadian Pacific's International of Maine Division, we prefer to open with current information on how to railfan the line and then follow up with historic background. This may be just backwards from a typical "book" approach, but we feel that the go-out-and-get-'em readers would prefer not to have to wait for the chasing information.

We did not do this with the CPR story because the new Canadian Atlantic was just getting its operations rearranged as we were putting the article together. Waiting a month or so will give us a better handle on the new operation and should get us some additional photos of the newly scheduled trains and possibly a repainted diesel.

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In the meantime, here is the revised schedule as of mid-Feburary 1989. Whereas the CPR across Maine had been almost exclusively a nighttime railroad, there are now daylight jobs across the entire line, although the exact schedules may be shifted around by the time you read this. Currently there are still two hot overnight trains between Saint John and Megantic: 250 eastbound is out of Megantic at 6:15 p.m., getting into Saint John at 4:00 a.m., but 251 is now out of Saint John at 11:00 p.m., hitting Brownville Junction about 5:00 a.m. and traversing the line from roughly Greenville west in morning daylight, arriving at Megantic around 9:30.

The "BAR Train," eastbound 260 to Brownville Junction, gets out of Megantic shortly after noon and into Brownville about 4:30 in the afternoon, providing a fine daylight job on the west end; its counterpart, 261, goes west around midnight.

There is a "McAdam Turn" east out of Brownville at 6:00 a.m. that works the MEC interchange at Vanceboro and gets into McAdam about 9:30 in the morning. It heads back west about 11:00 a.m. and returns to Brownville in mid-afternoon.

VIA Trains 11/12, the *Atlantic*, are still on their traditional overnight schedules across Maine, though the eastbound train hits Vanceboro in early morning light in the summer.

The Canadian Atlantic is trying to set up an overnight dedicated piggyback train that may push other jobs into the daylight hours and/or shift these schedules we've just outlined, and we should have the details by the June issue.

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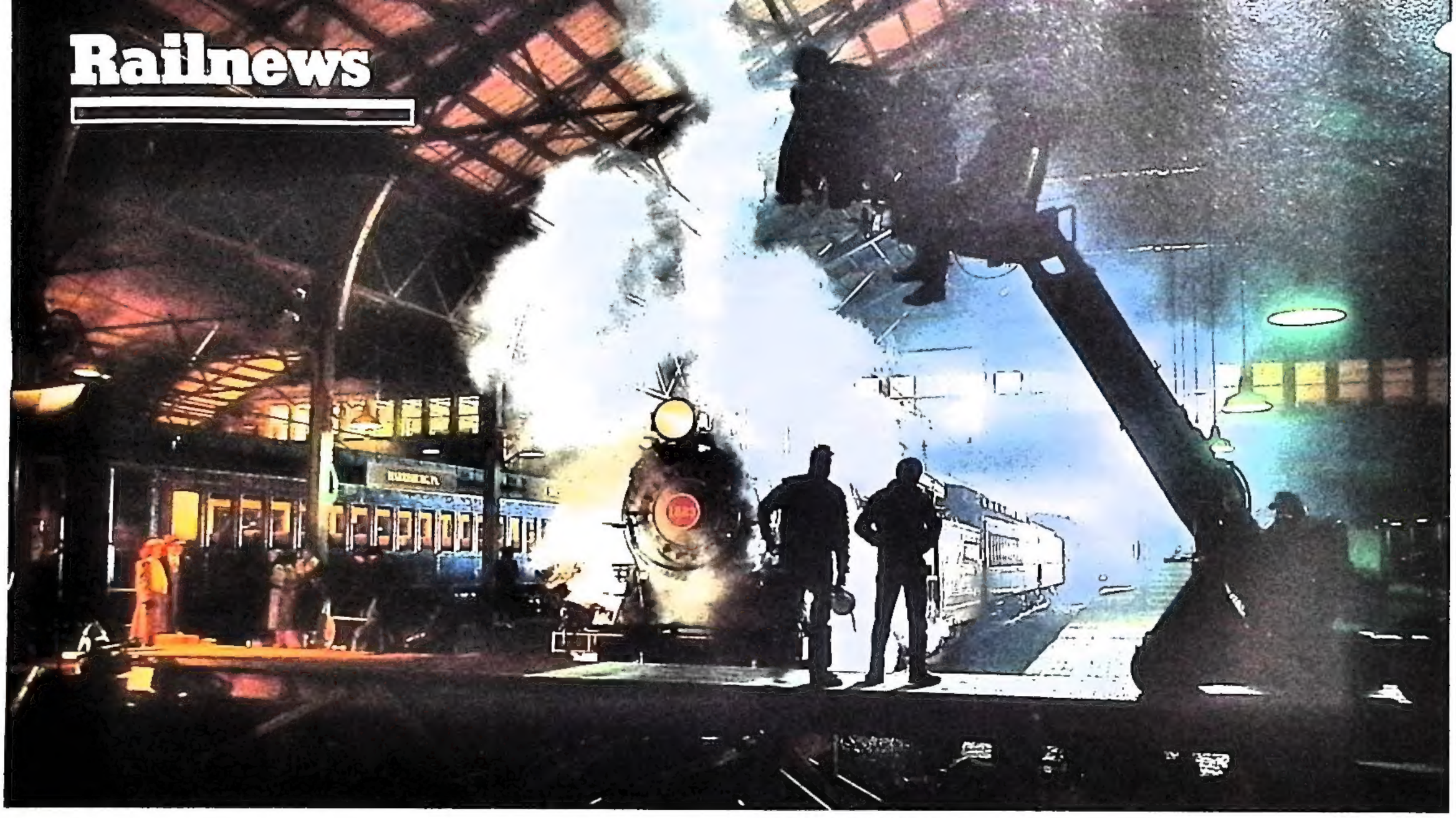

TWO KODACHROMES DAN CUPPER

STRASBURG'S PRR 4-4-0 1223 and 4-4-2 7002 steamed for cameramen at the Harrisburg, Pa., station (above) while filming a Prudential-Bache commercial on January 19, 1989. Strasburg's former-CN 2-6-0 89 (right) is now operating again, as seen on January 28 working the mixed at Leaman Place. See page 34 for details.

KODACHROME JOHN C BENSON

FLORIDA TRI-RAIL trainsets will usually lay over at CSXT's Hialeah Shops during the daytime. F40PHLs 804, 802 and bi-levels were there on January 16, 1989, awaiting the evening rush hour.

THE "EMPRESS" got a nose job as CP Rail has chopped the high short hood of MLW's one-of-a-kind RSD15m 8921. The "Empress of Agincourt" was in Montreal on January 13, 1989. See page 32.

KODACHROME TOM TRENCANSKY

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